VOLUME IV NUMBER 2 "The Motorcycle Enthusiast Newspaper" August 3, 1967

CYCLE NEWS

25¢

CALIFORNIA HELMET BILL DEFEATED

(See page 4)

Photo by Dennis Greene

Lap one and 49 to go! Dusty Coppage and Skip Van Leeuwen tear around with Jack Simmons in their midst. The Flying Dutchman finally shook off the bad luck that has prevented him from winning a National in past years and put the Danny Macias tuned Triumph in the winner's circle.

CYCLE NEWS NEWSPAPER
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

"Let's Go To The Races"

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE. Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SPORTSMAN SCRAMBLES at Hayward Speedway on Depot Rd. Class "C" tires only. $1.50 to ride or watch. Sign-ups start at 4 p.m. until 6 p.m. Practice from 4:30 to 6:30 with 1st race starting at 7:30 p.m. NO PHONE-IN entries will be accepted.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8–SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654–9972 or 253–5782 or 695–7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

EVERY SATURDAY NIGHT

SCRAMBLES at Hayward Speedway, on Depot Rd. in Hayward, Calif. AMA sanctioned, class C. tires only. All classes, except women's events. All number plates must be of legal size. Signup begins at 4 p.m., practice at 6:30 p.m., first race at 7:30. No phone entries accepted. For further info. call Mel Selby at (415) 783-9922.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

NOTICE OF CANCELLATION

All races at the Dunes Speedway in Coos Bay, Oregon have been cancelled for this season.

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Aug. 5	Ascot T.T.
12	San Gabriel T.T.
26	San Gabriel T.T.
Sept. 2	Ascot T.T.
8	Ascot Nov. ½ Mile (Natl. Qual.)
9	Ascot 8 Mile National
23	San Gabriel T.T.
30	San Gabriel T.T.
Oct. 7	Ascot T.T.
28	San Gabriel T.T.
Nov. 4	Ascot T.T.
10	Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Aug. 6 — 110-Mile Road Race, Indianapolis Raceway Park, Ind.
Aug. 13 — 20-Lap TT, Peoria, Ill.
Aug. 18 — Formula C Short Track, Santa Fe Speedway, Hinsdale Illinois.
Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 — 150-Mile Enduro, Schuyler City, New York.
Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 — 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 — 135-Mile Enduro, Camden, New Jersey.
Oct. 8 — 100-Mile Enduro, Busti, New York.
Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

Aug. 6 — Sportsman TT, Maltby M.C.
13 Scrambles, Greater Seattle
20 — Kidney Fund Scrambles, Shelton, Wash.
21 — Drag Race (M.C.'s only) Puyallup Drag way.

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

SATURDAY, JULY 29th

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, JULY 30th

STEVE LYON BENEFIT RUN at Perris, Calif. Sponsored by Calif. Gophers and Jackrabbits. Small bikes 8:30 a.m., big bikes at noon. This is a non-point run to help the family of Steve Lyon with expenses.

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

TT SCRAMBLES, Bay Mare track (see ad). Practice 9 to noon. First race 1 p.m. Family fun. Picnic, concessions. Admission $1.00 plus $2.00 to ride.

POKER RUN by Oxnard M. C. Start at San Fernando Valley H-D, 16113 Sherman Way Van Nuys, Coffee and donuts at start. Sign in from 8 a.m. to 10 a.m. Finish closes at 1 p.m. Entry $2.00 (mail in) $2.50 post entry. plenty of good food at finish plus trophies and field events. All paved roads Mail entries to Oxnard M.C. P.O. Box 1094, Oxnard, Calif. or call (805) 483–1549.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov. Ama. & Ex. will run for 40% of the gate. AMA sanct. Race at 6 pm.

SPORTSMAN ROAD RACE at Carlsbad Raceway. Sponsored by Playboys M.C. Races for classes of Grand Prix machines plus a production class for street lightweights. Pit gate opens at 9 am, closes at 11:30 am, Race 1:30.

AMA MILE RACE at Fairgrounds in Santa Rosa, Calif. Amateurs and Experts only. No novices. $2500 guaranteed purse. No advance entries required. Enter at the track on race day. Further info. from Harold Murrell in Fresno. Phone AM 8–8856 Fresno.

AMA SANCTIONED Scrambles at Fremont, Calif. Located next to drag strip on Durham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

HARE SCRAMBLES presented by Lost Coyotes M/C of Lancaster Non-Sanctioned, Fun Run, in the Holiday Hill area, 10:00 a.m. start. Three 20 mile loops, ambulance standby. District 37 riders, try us we will have sanctioned club in 68. Limed from 190th & Highway 138 (Weevil Inn) also west on Rosamond, Calif. Info, phone 805 26058 or 805 27603.

SATURDAY, AUGUST 5th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

CHAMPIONSHIP ROAD RACES - Combined 250cc and Novice show, AMA sact., promoted by Floyd Clymer at Indianapolis Raceway Park, Indiana.

AMA 40-MILE ROAD RACE for Novices only. Also Midwest Championship Bike Drags, 250cc Amateur-Expert Road Race. Promoted by Floyd Clymer at Indianapolis Raceway Park. (See August 6 Calendar)

MOTORPSYCHO EXPLORER POST 305 presents AMA sanctioned scrambles at Madera Fairgrounds. Signup from 5:30 to 7 p.m. If you can't make it, call 673-3146 before 7 p.m. or mail AMA entry blank with $1.00 to Explorer Post 305, 424 So. A St., Madera, Calif. Practice 6 to 7:30 p.m. Entry fee $1.00 plus admission. Admission $1.00, kids 8 to 13 $.50.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

DEADMAN'S POINT EUROPEAN Scrambles, presented by Desert Challengers. $3.00 entry, no affiliation required. Pie plates o.k. 3 seperate one hour races. 10 a.m. All trail bikes. Large trophies, excellent campgrounds and picnic area. Course revised every month 11:15 a.m. All small bikes, 12:30 all big Bikes. Turn off Hwy 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

TT SCRAMBLES presented by Ventura Twin Wheelers. AMA sact. event will be held at northwest corner of Victoria Ave. & Channel Islands Blvd., Oxnard, Calif. Beautiful trophies. 0-200cc signup closes 9:30 a.m., race 10 am, 250cc-open signup closes noon, race 12:30 pm. Sidehacks welcome. Two rides guaranteed. Big bike Amateurs and Experts (250cc and up) will run first in the afternoon, Novices later. Race will be held on a new Ascot-type track, approx. 1/2 mile.

HUNGRY HOLLOW SCRAMBLES at Lincoln, Calif. Sponsored by Sierra Cycle Club. Track is back in business again after having won a legal battle over the land. Signup and practice from 9 a.m. to noon. Race begins at noon. New, shaded bleachers. Located one mile east of Lincoln, corner Gold Hill and Hungry Hollow Rd. For further info. ph 916/885-5491.

110 MILE NATIONAL CHAMPIONSHIP ROAD RACE - Floyd Clymer promotes it, AMA sanctions it, everybody wants to win it. At Indianapolis Raceway Park, Indiana. Plus 50-mile Amateur race.

SCTA ENGLISH TRIALS at Frazier Park Near Gorman, Calif. Big Friday and Sat. night campout in one of the many campsites of the area. Starting time at 10:30 a.m. Come and hear Scottish hillbilly Jack Ward sing some of your favorite songs, taste a few of Jim Cameron's hibachi hot dogs, and blow your mind.

SCRAMBLES at Salinas Valley Fairgrounds King City, Calif. New, Hard, fast track. Presented by Wheelers M.C. Practice closes at 11 a.m., signup at 11:30 a.m. Race at noon. $1.50 to ride, $2.50 to watch. No women's classes, adequate parking.

EUROPEAN SCRAMBLES, sponsored by the Los Ancianos M.C. at Encinata, Calif. Limed from Interstate 5 (101) and San Marcos Rd. Practice until rider's meeting at 9:45 a.m. First race at 20 a.m. 4-mile "interesting" course. Entry fee $3.00, AMA P.K. Please no camping! There is a slight possibility of dust, so don't forget your goggles!

SCRAMBLES SCHOOL at Perris California. Bring your bike, leathers, helmet, and $10.00 tuition. America's finest scrambles racers (Jim Hunter, John Rice and Monte Darling) will show you how it's done. Learn how to be "one up" on your fellow competitors by attending. Track opens at 8 a.m., instruction begins at 10. For further information phone (213) 785-2421.

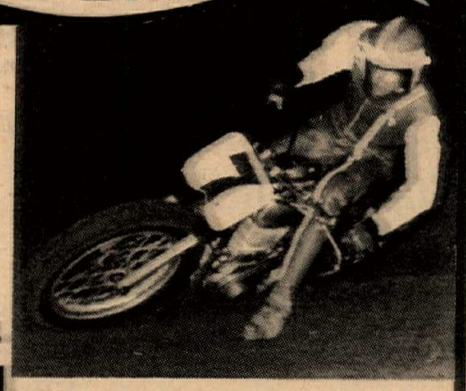
CLASS C TT at Dehesa Speedway. Practice at 10 a.m., race will start at noon. Go out Hwy. 80 to Harbison Canyon Rd. and follow signs.

SATURDAY, AUGUST 12th

CLASS C HALF-MILE at Tulare County Fairgrounds, the slidin'est track in the west. AMA sanctioned. Purse two star or 40% gate. Racing begins at 8 p.m.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.



FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

AUGUST 12th and 13th

4th ANNUAL BANNER GRADE RUN, presented by the Artesia Pioneers. Located at Julian Park, Calif. east of Escondido and West of Indio on Hwy. 78. Mail $.75 entry to 11814 East 223rd St., Hawaiian Gardens, Cal. Post entry $1.00. Finish deadline 1 p.m.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts, will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 adult.

AMA SANCTIONED Scrambles at Fremont, Calif. Loczted next to drag strip on Dur ham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

SATURDAY, AUGUST 19th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SIMI VALLEY M.C. goes to Elsinore for a TT Scrambles. AMA sanctioned, Dist. 37 points. Small bore at 8 a.m., big bore at 12 p.m. Trophies will be presented at the race.

50-MILER SCRAMBLES by Sage Hoppers M.C. at Encinatas. Limed from Interstate #5 (101) and San Marcos Rd. Practice 10 a.m. First race 11 a.m. for 100cc—all classes, including Experts. Second race 1 p.m. for Experts of all displacements except 100cc. Third race 3 p.m. for Novices of all displacements except 100cc. Ambulance, heads, lunchwagon. $3.00 entry fee, no admittance charge. For information call (714) 753-2907.

SUNDAY, AUGUST 20th

DESERT CHALLENGERS present European Scrambles at Deadman's Point. Seven separate one hour races for machines ranging from trail bikes to open. First race at 8 a.m. Genuine AMA point run. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

RAINBOWS FIFTH ANNUAL POKER RUN. Start 8 to 9:30 a.m. at Long Beach Harley-Davidson, 3654 Long Beach Blvd. Donation $1.50. Approx. 120 miles. Coffee and doughnuts at start.

SATURDAY, AUGUST 26th

HALF-MILE RACING at Tulare County Fairgrounds. See rooster tails for the entire length of the straightaway. Exciting show starts at 8 pm, Purse two star or 40% gate.

SUNDAY, AUGUST 27th

STEEPLECHASE TT at Capitol Speedway in West Sacramento, No. An, & Ex. will run for 40% of the gate. AMA. Race at 6 pm.

THURSDAY, AUGUST 31st

SHORT TRACK – J.C. Agajanian promotes, AMA sanct. at Antelope Valley Fairgrounds, Lancaster, Calif. $600. purse. Pits open 5 p.m., time trials 6 p.m., Races start 8 p.m.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SEPTEMBER 21st – 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, OCTOBER 1st

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, OCTOBER 15th

LAST CHANCE to see half-mile professional racing at Tulare County Fairgorounds before the seas on ends. Racing begins at 2:30 pm. Money paid to riders to the tune of 40%.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. $100.00 post entry fee. All classes. Start position determined by postmark. Limited number. Watch Cycle News for entry address and further details.

FRIDAY, DECEMBER 15, 1967

PRIZE PRESENTATION — to winners of Cycle News' annual Machine of Your Dreams contest. Grand Prize and First Prize winner will be notified earlier and will be on hand to accept their "Dream Machines." At Cycle News office, 6477 N. Long Beach Blvd. 7 p.m.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967—Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968—We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!

MEET THE RACERS

NUMBER 13, J. N. ROBERTS

by Dick Wright

J.N. Roberts has a good combination of what it takes to be a winner: Skill, competitive spirit, and a new 360 Husqvarna. This combination has put Roberts at the top in desert competition, with seven Hare and Hound wins and six European Scrambles wins to his credit since he started riding this new bike in February of this year. He has won all but three of the events he has entered, which is a record not many riders can claim.

Painstaking Effort

The success on his Husky has been fantastic, but young (age 25) Roberts puts a lot of effort into preparing himself and his bike. He has a willingness to put time in for practice (three times a week), and plans ahead by checking the starting area, making sure of the right gearing for a particular course, keeping himself in proper condition, and many other small items that the average rider leaves to chance. His bike, too, receives the care due a winner, and is expertly tuned by Tracy's of Burbank.

A rider such as Roberts must acquire a working knowledge of speed in the desert to be in the correct gear and the right rpm at all times. He must read the trail a hundred feet ahead to be ready when approaching a dip or turn, because when you're going fast, it's too late to worry about the rock five feet in front of you.

Fast Expert

Roberts was born in Indiana, is married, has one child, and works as a carpenter for Universal Studios. He started riding in the desert in April of 1965 on a 250 Honda, then changed to a 350 Honda in January of 1966. He was made Amateur in April 1966 and Expert in October of the same year, the 350 class almost each time he finished.

Plans are now being made for Roberts to enter into a contract with the Husqvarna factory in 1968. He will be the first factory sponsored American to compete in the World Championship 500cc class in Europe. If all goes well, he will leave in February of 1968 to practice for the first round which will begin in March of the same year.

The tentative plan is to add a few more young riders to this American team. They will be taken under the wing of world champion, Torsten Hallman, who will school them in the Motocross riding.

J.N. Roberts, our local champ, is most qualified to represent our Southern California riders and hopefully all details will be worked out so that we will have a top notch team in Europe.

M/C RACES TO BE HELD AT SPORTS FESTIVAL

Motorcycle races will again climax the 7th annual Oxnard Sports Festival this year.

The AMA sanctioned races, as in the past, will be presented by the Ventura County Twin Wheelers at the northwest corner of Victoria Ave. and Channel Islands Blvd. on August 6th.

Last year 75 trophies were divided between 280 entries which is more than one trophy for every four riders. Some riders won trophies for 7th and even 8th place and this year even more awards will be given.

All sidehacks are welcome since the track will be at least 30 feet wide at the narrowest point. If enough girls show up there will be a special race for them.

Admission is $1.50 and $1.00 signup. All proceeds will go to the Sports Festival.

C & C Enterprise Presents

PROFESSIONAL AMA Sanc.

MOTORCYCLE RACES

TULARE AUG. 13

Class "C" ½ Mile Dirt Track

Guar. Purse or 40%

Prac. TIME TRIALS 5:30 P.M. RACES 8:00 p.m.

J.N. ROBERTS & HUSQVARNA WIN AGAIN

FOR A TOTAL OF 13 WINS OUT OF 15 STARTS IN DESERT COMPETITION

GET A WINNING COMBINATION!

START WITH A NEW HUSKY

—FROM—

TRACY'S MOTORCYCLE SALE

515 SO. VICTORY

BURBANK, CALIF.

PH. 843—0926

Robert's Husky Is Tuned By Tracy's

TT RACES

EVERY SUNDAY

STARTING JULY 30

OPEN SATURDAYS FOR PRACTICE

Watered & Maintained Track Surface

Concessions

SUNDAY SCHEDULE: Practice 9 to Noon

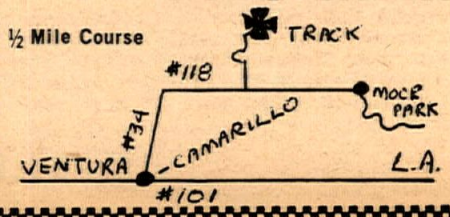
1st Race 1 p.m.

$1 Admission

$2 Entry Fee

BAY MARE TRACK

½ Mile Course

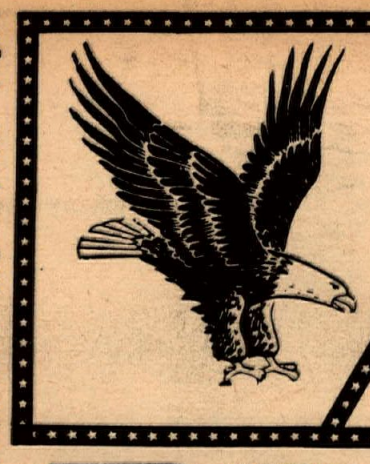


FOR INFORMATION CALL EVENINGS

(213) 421-3629

Vern Gorman

Box 7223, Long Beach 90807



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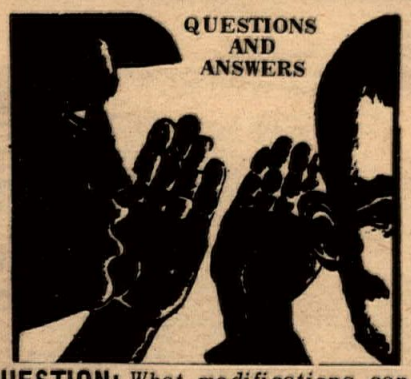

QUESTION: *What modifications can I make to my Suzuki X-6 for better acceleration and top speed?*

ANSWER: That machine of yours is no slouch just as it comes from the dealer, but only these slight changes will improve over present performance figures without placing undue stress on engine components.

Clean and polish ports. Do not alter size or shape! Design is excellent but the joints between carburetor and flange are usually not perfectly matched.

The only alteration in port timing that can be used for a street machine is on the exhaust side. Raise the exhaust port 4mm or .160 inches. Another way to measure is from the top of the cylinder to the top of exhaust ports. This distance should be 29mm. Enlargement of the port is great, but do not change the shape!

One thing you should be aware of is that these alterations void any guarantee you previously had on the bike.

If you desire to change to an all-out competition rider, take a look at Bulletin Number 23, available at your local Suzuki dealer.

QUESTION: *I would like to know what the minimum distance between the top of the compression ring and the fire line of a Harley Davidson XLCH can be without damage to the ring or ring lands on the piston. K.R.–San Bernardino.*

ANSWER: Actually there is no minimum distance as long as the compression ring remains in the cylinder. The proper fit of rings in the lands is imperative. If it's just slightly loose, breakage will be immediate. Rings too brittle will not be able to withstand the explosive force. With the proper fit and ring strength, you should not suffer breakage.

QUESTION: *If you make engine modifications such as boring or stroking, how do you decide on the correct cams to use? I get different answers everywhere I go. M.V. – Compton.*

ANSWER: There is only one way to achieve a proper grind. Select the cam manufacturer or grinder that impresses you most with performance wins in cycle competition. Give him your engine specifications and the type of grind (i.e. drag, T.T., street) you need. Leave the selection of cam profile up to him. He knows and stands behind his judgement. Many of the best grinders will either supply you from cams in stock or develop a cam to special order. I have seen cams altered three and four times for a customer until satisfactory performance was achieved.

QUESTION: *What is the limiting factor in two-stroke displacement? B.L. – Oakland.*

ANSWER: Extreme pressures and heat in critical areas. But this problem is easily overcome with adequate lubrication in the right places. Yesterday's system of an oil and gas mixture for two-strokes was inadequate for supplying enough oil demanded by engine components in large displacement attempts. Today's oil injection systems are eliminating this problem and we may see unlimited two stroke displacement models on the market soon.

QUESTION: *I am preparing my motorcycle for competition and cannot decide on what type of ignition set-up to use. Is total loss better than a magneto? Many have different ideas and I receive all types of advice. What do you recommend? J.S. – San Diego.*

ANSWER: I prefer magneto ignition. This system is lighter than a collection of coils and batteries and is easier to maintain. The majority of coils are not capable of producing adequate spark at high rpm, but a magneto is at its peak with increased speed. Some claim that the magneto uses up too much engine power. I hardly consider the average one sixth of one horsepower a great loss.

QUESTION: *I have just installed new alloy valve guides in my engine. The valves do not seem to seat quite right, will lapping them in be sufficient? L.L.-Compton.*

ANSWER: Never try to seat valves after installing new guides with the simple act of lapping. The seats and valves must be reground and matched. Even the slightest incorrect seating will not only result in a poor running engine, but it is likely that the seats will be hammered right out of the head, not to mention valve destruction or other related damage.

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

BY CHUCK CLAYTON

WE WIN!

DANGER BILL KILLED IN SENATE

Motorcycle enthusiasts scored a significant victory this week when the California State Senate Finance Committee voted to kill the controversial "Motorcycle Danger Bill" (A.B. 978). Now the bill cannot be revived until the legislature convenes next year and then it will have to be rewritten and start all over again.

Our national trade association and all the other publications had given up the cause for lost after A.B. 978 passed the Assembly unanimously. When the Senate hearings were held, only Cycle News and the Hells Angels were on hand to testify against the bill. The newspaper represented a large number of readers who had expressed opposition to compulsory helmets, class 4 licenses and the prejudicial wording of the bill. The H.A's represented only themselves. We succeeded in securing one vote against the bill at the Senate Transportation Committee hearing and that expanded to a unanimous vote of "nay" when the Senate Finance Committee heard the bill Monday. Some of the Senators on the Transportation Committee are also members of the Finance Committee and apparently changed their votes after deeper reflection. Letters and telegrams from readers protesting the ill-conceived bill undoubtedly helped to influence the Senators in our favor.

First Win For Cycle Friends

The defeat of the danger bill in California marked the first time in the U.S. that motorcycle enthusiasts won a battle for fair legislation. Our opponents used every political trick to steamroll A.B. 978 through the legislature, but they failed because citizens here were alerted to the danger in time to stop it. Every friend of motorcycling in California can take pride in this significant victory and enthusiasts in other states can take encouragement from it. The democratic process is still the best way of achieving fair representation for minorities.

Next we should put our energies to advising legislators on how to draw up new motorcycle safety legislation which, instead of threatening the sport and freedoms that we love, will improve safety on the highways and be fair to all concerned.

WOULD YOU BELIEVE?

...That Honda distributors in America refuse to encourage racing competition openly for fear of being beaten by other brands? Wait'll Soichiro hears about this! He never was afraid to go racing.

* * * * * * * * * * * * * * * * * * *

...A new idea in motorcycle safety will be announced next week that will include the Auto Club, Industry and Los Angeles Police Dept. working together, spearheaded by BSA-Western.

* * * * * * * * * * * * * * * * * * *

...That tariffs, and therefore prices, will soon be reduced on imported motorcycles.

* * * * * * * * * * * * * * * * * * *

...that very shortly a new campaign will be announced by BSA-Western to aim motorcycle safety in a positive direction.

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...that there is a good chance that five western states will secede from the national association and form their own sanctioning body for the West. They'll race 500cc engines, too.

* * * * * * * * * * * * * * * * * * *

...that Caroll Resweber may come back to racing under the Harley-Davidson banner this season?

* * * * * * * * * * * * * * * * * * *

...that the Yankee motorcycle people are currently testing prototype frames with guinea pig engines in them?

* * * * * * * * * * * * * * * * * * *

Letter to Gov. Reagan

I hereby express my opinion AGAINST the Motorcycle Bill AB 978:–

1. HELMETS:– I object to the coming mandatory wearing of helmets for motorcyclists since I, as a twenty year rider, have NEVER found that they are necessary to prevent accidents. Accidents are prevented by intelligent road habits. A helmet is a very very cumbersome item and makes one perspire profusely thus becoming uncomfortable.. causing head colds while riding.. causes headaches due to the tight form fitting enclosure AND actually is a road hazard since it prevents one from observing the quick rear view of traffic necessary for a rider even with the rear view mirror.

2. Requirement of Automobile license in order to obtain a cycle license:– I am against the requirement for prospective motorcyclists to be required to first have a drivers license for a car..on the grounds that one doesn't take swimming lessons in order to qualify as a tennis player. A cycle rider should be required to take a cycle test plus the usual road regulations but it is ridiculous to force him to first take a car test. On the other hand, I am all for car drivers being made to qualify for a cycle test before allowing them to rent or drive their own cycle.

In closing might I say, that President Johnson has NO RIGHT to use economic threats against the States if they fail to go along with his Orwellian suggestions. In this respect, something far more important is at stake than the mere wearing of helmets.. I am speaking about our freedom from Big Brother's involvement in our personal lives. I am NOT against the wearing of helmets. Let those who feel the emotional urge for such an item wear them if it makes them feel safer, BUT this should be an INDIVIDUAL OPTION and not something which should be jammed down our throats. What happens to my head in a possible accident is no threat to the public..it is MY head.

It is too easy to pass legislation against minority groups who lack the necessary funds to fight back. And where will all this lead to..will it stop with the headgear law..or is it aimed at the final sweeping off the highways of motorcycles? I seriously ask you to refrain from the signing of such a bill, which includes the aforementioned points.

ROBERT SCHWARTZ
West Los Angeles

COACHELLA VALLEY M.C. PUTS BEST KNOBBY FORWARD

Was talking to Gene Carter, last Sunday at Deadmans Point, and was showing him a clipping about out benefit race for the Angel View Crippled Childrens hospital. He feels as we do that, things like this promote goodwill toward us bad old scrambles and desert riders!!

We netted $165.00, which isn't bad for a field meet. We girl members put it on, all "three" of us, so we're pretty pleased about it!

We will probably make this an annual event, as we got such wonderful cooperation from everyone. It was a lot of hard work for a few of us, but its a nice feeling of a job well done, for a good cause. One of the ladies at the newspaper office told me when she saw the picture it made her think, "Well maybe there are some motorcyclists that do some good." After all, they hear about the Hells Angels, so if one person thinks this way maybe a few more will. I sure do hope so!

BETTY JOHNSON C.V.M.C.

A CLIFF-HANGER AND A HEART-BREAKER

The Triumph Tigers wagged their tails once again during the 6th 50-Lap National TT at Ascot Park. Much of the wagging was done by first time National winner Skip Van Leeuwen but a lot of tail twisting was done by the Norton crew of Jack Simmons and Dave Palmer.

Van Leeuwen, six year Expert and hard luck rider in many National TTs, finally came on to win one but it was a big question mark right down to the final lap.

Coppage Charges Into Lead

Fellow Triumph rider, Dick Hammer, took top time honors Friday night with Van Leeuwen in the fourth fastest position. Skip upset Hammer for the opening heat race win but Norton-mounted Dave Palmer turned in a faster win in the third and final heat race. Dallas Baker, on a BSA, scored an upset in the second heat race when he defeated Simmons and defending champ, Eddie Mulder.

Dusty Coppage charged to the front for Triumph in the Main Event and led for the three laps before giving way to a re-charged Jack Simmons.

Dave Palmer, another pre-race favorite and teammate of Simmons', crashed on the 7th lap while running a close third. He remounted but lost eight places and had to start all over again.

A Simmons-Van Leeuwen duel for the lead took place from laps 37 through 40 with Skip slowly putting a small amount of space between the Triumph and the Norton.

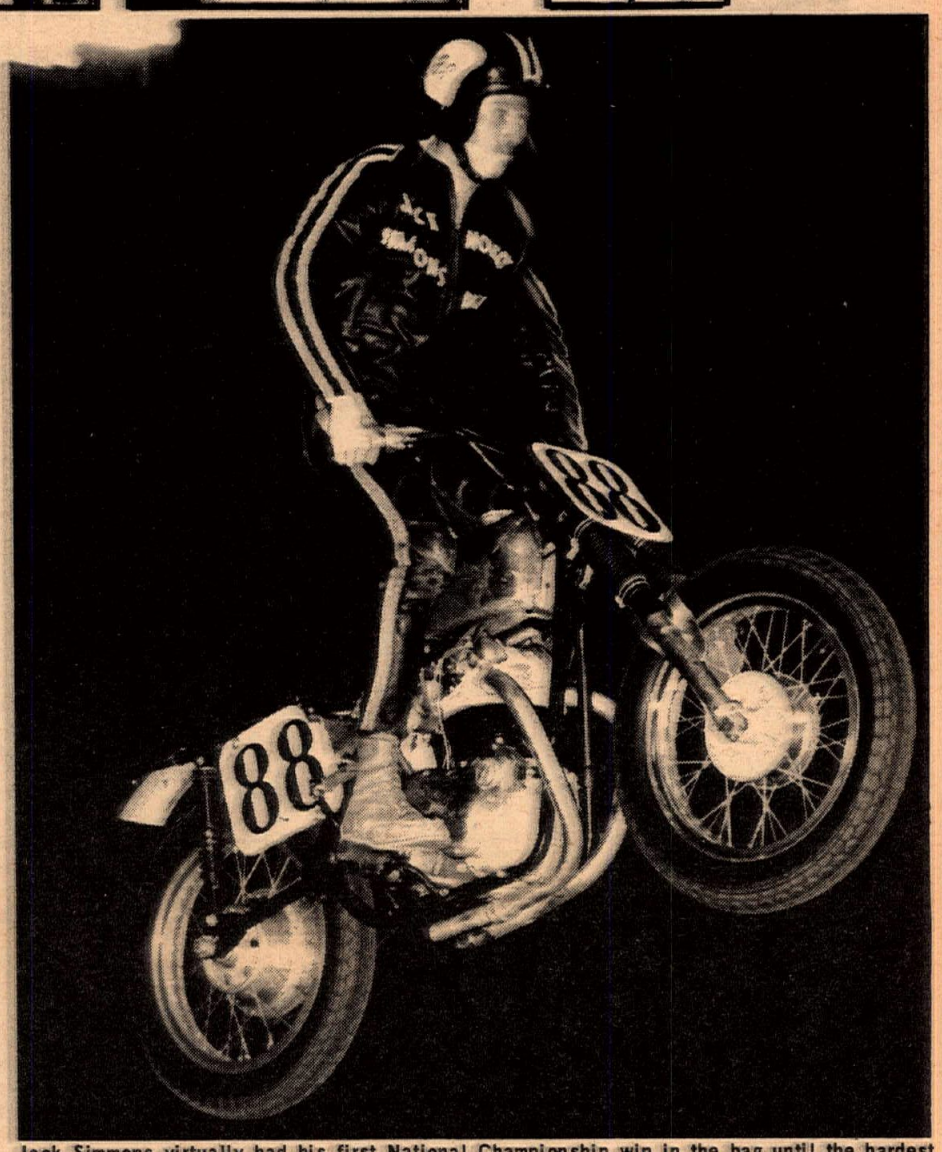
Triumph Takes It Back

Jumping Jack came roaring back to take the lead once again as the riders completed the 49th lap. He then blew his chances of winning his first National by falling off on the final lap.

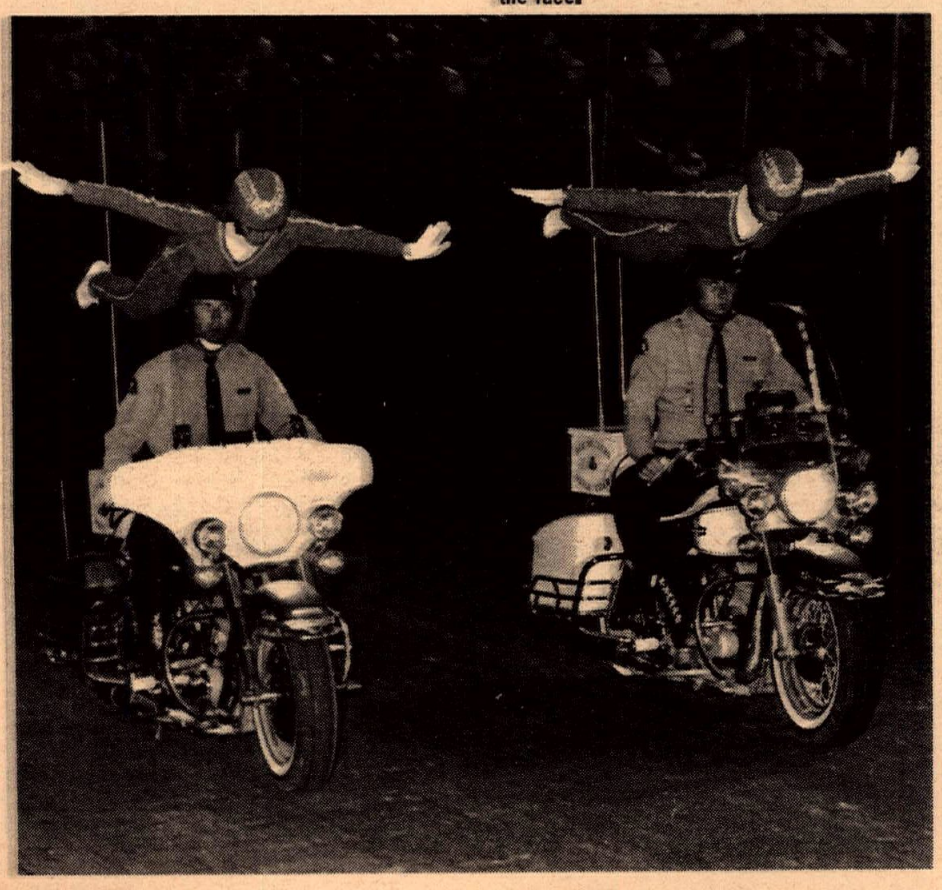
The race was still not over, however, as Van Leeuwen's gas

CONTINUED ON PAGE 6

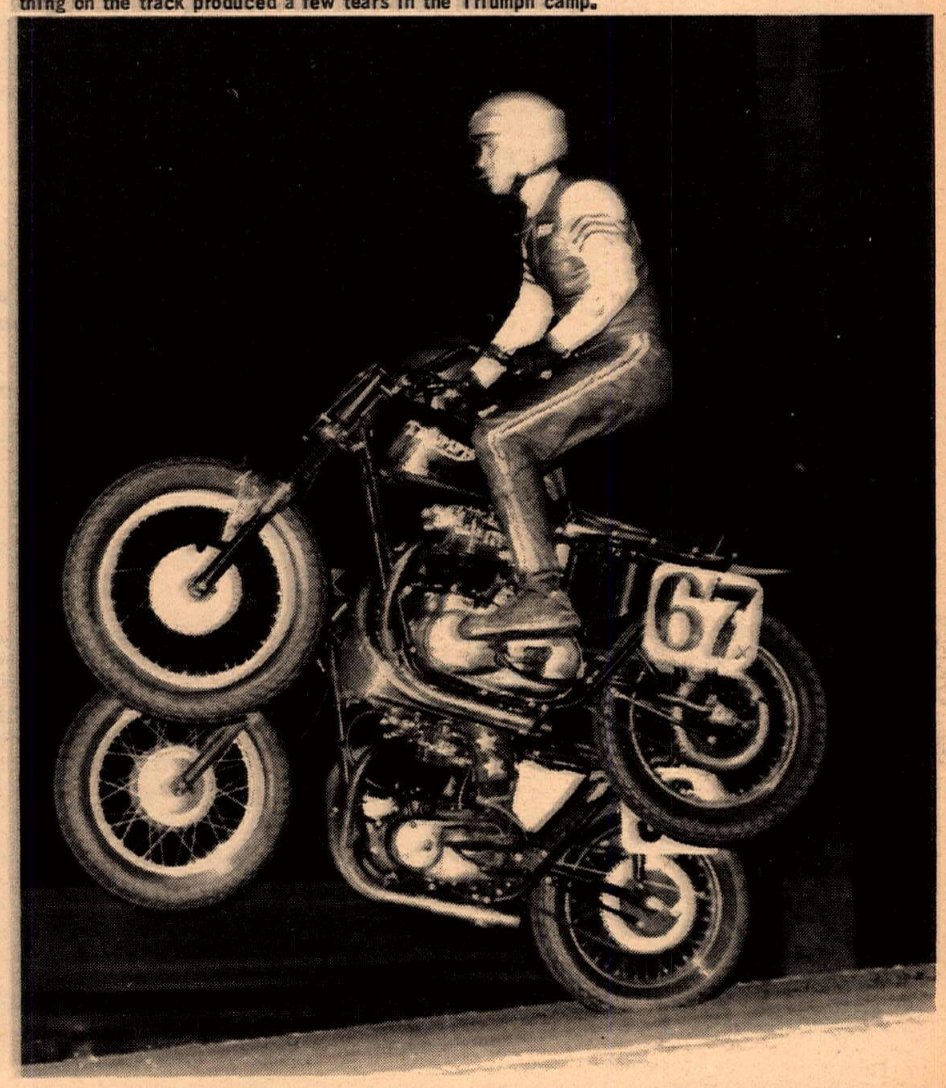
Twin Ascot cuties saw Skip Van Leeuwen and decided that he looked like a winner. Here they are shown "crowning" him before the race.



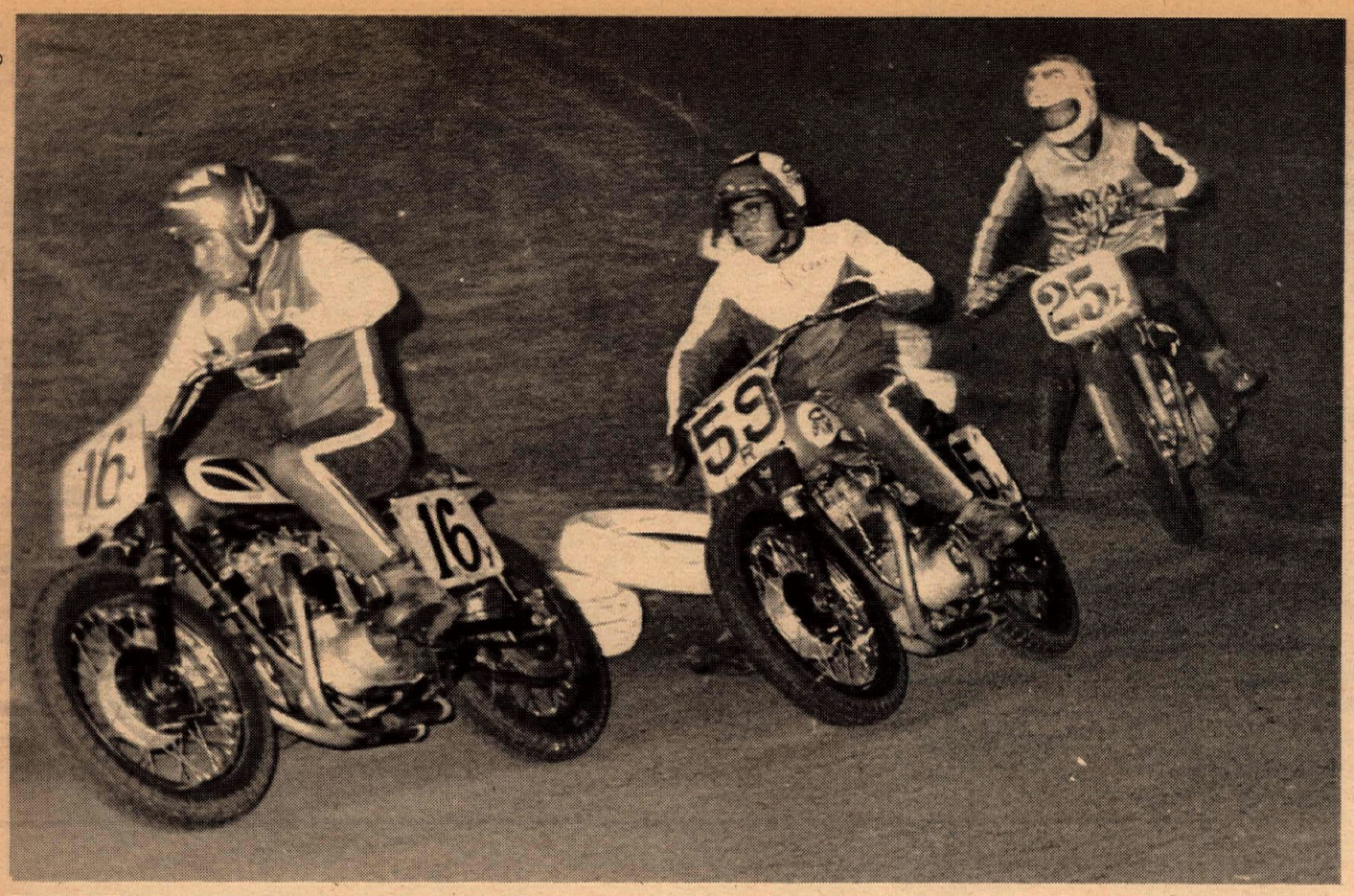
Jack Simmons virtually had his first National Championship win in the bag until the hardest of hard luck befell him and he unloaded on the last lap. The twin Nortons of Simmons and Palmer were clearly the fastest machines on the track and the sight of them gobbling up everything on the track produced a few tears in the Triumph camp.



Spectators were entertained during intermission by a precision riding display performed by the Ace of Clubs. It looks easy, but try it sometime!



Jim Deehan rockets off the high Ascot jump and completely eclipses another Triumph rider who is beginning his descent.

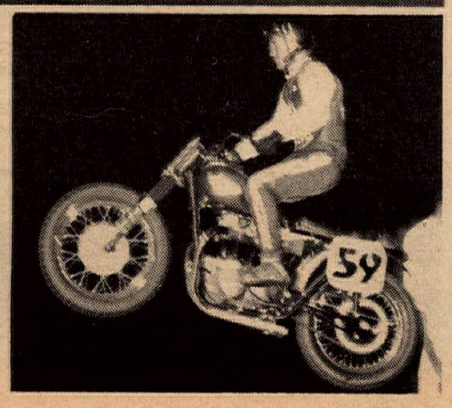


The two ailing Triumphs of Jimmy Odom and Larry Wilburn lead Roger Goldthwaite's healthy Royal Enfield through the turn approaching the jump. A moment later Goldthwaite passed Wilburn for second place money.

Two Triumphs, a Harley-Davidson and a Norton burn off the line during a heat race. Pole sitter Dave Palmer (Norton) won the drag race to the first turn, beating out Dusty Coppage and Chris Draayer.

Roger Goldthwaite rode a flawless race but had no hope of catching the leaders until their engines turned sour.

Above; Mulder and Nixon exchange paint. Below: Van Leeuwen passes Mike Konle, then soars over the jump.



Above: Skip sights past Jack Simmons' boot but can't find an opening.
Below: Lawwill, Rayborn, Haaby and Van Leeuwen get off the line during heat race.

CONTINUED FROM PAGE 5

line broke loose and the #59 Triumph slowed considerably. It did not slow enough to cost Skip his first big win — but it was typical Van Leeuwen luck.

Coppage moved up to take second, Dave Palmer came all the way back through the pack for a close third, and Simmons was back up and running in time to take fourth. Mert Lawwill ran a solid and consistent fifth place to pace the national point leaders.

A lucky break for Triumph and two near misses for Norton best sums up the 1967 version of J.C. Agajanian's National TT race.

Odom Undefeated

The Amateur race was an eye-popper as well. Larry Wilburn was by far the fastest Amateur in time trials and won his heat race with the best four lap time.

Jimmy Odom, looking for his 4th straight Amateur National win, won his heat but crossed the line with a dead engine and much valve trouble. Jan Crawford took the third and final heat race.

It was an early runaway in the 15 lap Final for Wilburn but Odom came from way back to catch and pass on lap thirteen. Then the two Triumph yellow plate aces both ran into engine problems and found Enfield-mounted Roger Goldthwaite right on their rear wheels.

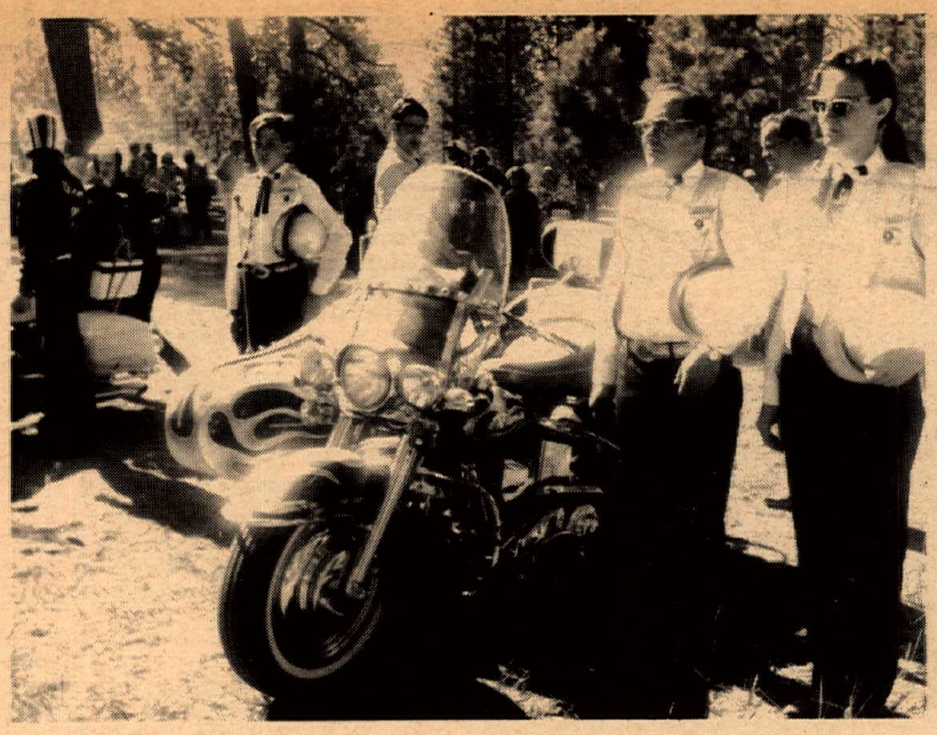
The three riders rode the last five laps like a Trophy Dash with the first three place changing at least three times every lap. Odom managed to hold on to his lead and Goldthwaite moved up to take second away from Wilburn. Crawford finished fourth, with Oregon's Mark Williams turning in a fine ride in his first visit to California by finishing fifth.

(Results on page 16)

SEE PAGE 18

Roger Goldthwaite credits much of his recent success to his grotesquely painted helmet.

Ace of Clubs Drill Team performs a delicate balancing act for thousands of racing fans.



The Stoddard family of Norwalk literally sparkled in the bright sunshine with their silver lame vests. The dress judging got under way at 9 a.m. Sunday morning and was based on uniforms and costumes only.

Bob Decker draws names for trophies and awards the field event winners their earned gold late Saturday afternoon at Good Luck Camprground near Fawnskin. 307 riders entered the Topper's M.C.'s 4th Annual Big Bear run, July 8th and 9th.

TOPPERS' BIG BEAR RUN

Solo Sweepstakes went to Robert Haller of South San Gabriel. Following the trophy awards, the cyclists returned to Fawnskin and danced to the music of the Mavericks from Rialto. Ronnie Halliker, a 5'11" member of the Jasper's M.C. of Ontario won the Limbo contest clearing the rod less than a foot from the ground.

LICENSE EXAMINERS TACKLE CYCLE TESTS

California's automobile license examiners met near Long Beach last weekend in an effort to improve motorcycle license examinations. Road rider representative Bob Adsit and industry reps Joe Hope, Don Brown, and Bill Wall gave information and answered questions from the License Examiners.

Adsit said that the purpose of the organized road clubs represented by him is "to show motorcycle riding in a favorable light to the public and to give others enjoyment." He admitted in response to a question that road riders have no program for teaching safe riding to new motorcycle riders.

A lively discussion got going regarding the pros and cons of A.B. 978, the motorcycle danger bill, which is being debated in the state legislature.

Afterwards the examiners saw demonstrations of cycle testing procedures which they will be able to put to good use.

FIRE AND CRASHES PRODUCE WILDEST SPROCKETS NIGHT RACE

by Stan Coffee

Saturday night, July 15th, was one of the wildest nights in Sprockets history. If you happened to be a spectator, you couldn't ask for more excitement. The nerve-wracking delays that bug the competitors were the result of some of the most unusual happenings ever witnessed by this reporter.

Fire!

The craziest affair of the evening was the 250 Amateur-Expert Semi. Before one lap could be completed, Jim O'Hara lost it in the sweeper and rolled into the path of a group of trail riders.

After the dust cleared, it looked as though half the pack was littering the track and a re-start was called. As the group rounded the first turn, Pete Fife, who was just coming out of the pits after repairing the damage sustained in the first mishap, went up over the berm and gave chase. Before Pete had a chance to pull in behind the group, his Sprint burst into flames.

Mr. Fife did an Evel Knievel-type bailout, rolled around until he extinguished himself and then stood helplessly by while a half dozen bystanders set a new world's record for moving dirt from the track to the burning Sprint.

A fire extinguisher was on the scene immediately, but the dirt throwers were so involved in their task that its operator had a hard time getting near the bike. After everyone calmed down, it was discovered that the major damage was done to Pete's pride (ouch) and the race ran off as scheduled.

Sperry Herds A Hog

The open Am-Ex. affair featured the most varied cacaphony of sounds ever heard. The throaty thump of the Matchless of Sid Payne contrasted sharply with the powerful throb of "Digger" Helm's KHR (a flat head Harley) very well piloted by "Mickey Mouse" Jeff Sperry. A large group of Triumphs added to the audio. Payne, riding strictly exhibition, had little trouble putting down the pack and since Clarence Pitman was injured in the heat race, Sperry herded the big "Hog" to the official win. Jeff is back in California for a while and he definitely looks like a consistent winner if he acquires a ride.

Five Places, Five Brands

Joey Brown jumped back in the winner's circle again with a faultless ride in the 250 Am-Ex. Main. Joey moved to the lead off the line and Ron "The King" Pierce, Don Hughes and Wayne Schmidt battled for second until Wayne and Don went down in a blaze of glory after attempting to pass Pierce's Yamaha.

Frank Roseberry then moved into third allowing Experts to sweep the first three spots. Something that isn't seen too often on any track is five spots in a 250 race. Brown rode a CZ, Pierce was on a Yamaha, Roseberry rode a Ducati, Amateur winner Don McKay was up on a Bultaco and Mike Taylor set astride a Harley Sprint.

Horrendous Honda

"Mighty" Mike Lane, the ninety pound wonder, once again compiled more points towards the bantam weight and lightweight championship with a double victory in the 100cc and 200cc classes. Avery Hensley grabbed the Amateur win behind Lane for the umpteenth time on his "Horrendous" Hodaka and Pete Willis got back in the groove after a run of bad luck to cop Amateur honors on his 200cc "Bul."

The 100cc Novice Main was a feather in the cap of Ron Tobey, the guy who makes Mike Lane look like the Jolly Green Giant. Tobey was followed by Jerry Sanders and the "little giant" David Matthews.

Before the day's action began Ron Spillman announced that he was going to win the 350cc Nov-Am. class or crash vigorously. Ron wasn't able to muster up the courage to crash, so he settled for the first place trophy. Louie Wood, who can always be counted on to provide some tight racing, came across in the second spot.

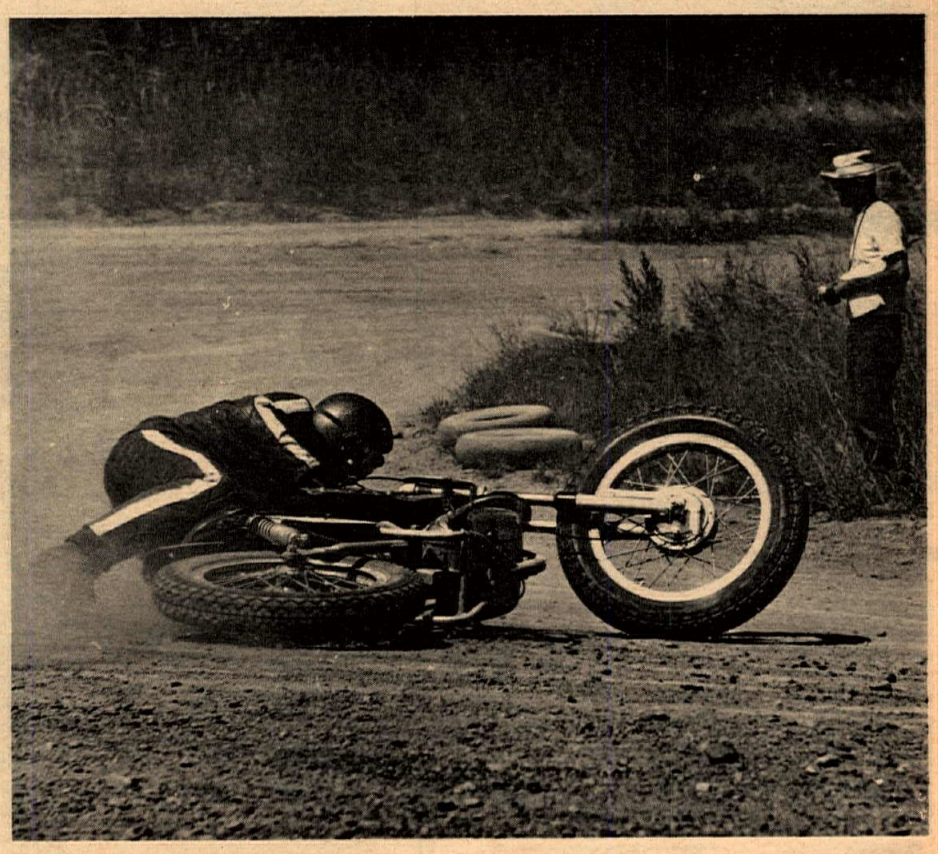
The 500 Novice go was billed as a District 37 benefit race. The "Southland Wrecking Team" swept the first five positions to shut out the local gang. Joe Garban led Wes McAlister, Steve Chambers, Alan Gibbs and Dick Ziker across the line. Who knows, maybe you too can zap the Bakersfield troops?

Altnough things ended late due to the aforementioned delays, the spectators were still clamoring for more when the curtain came down.

Members of the Sprockets want to extend a hearty thanks to those who journeyed north from the "Big Three-Seven" and promise that things will be bigger and better on the 29th of July. Make the trip, you'll have a ball.

(Results on page 16)

TELL THEM YOU SAW IT IN CYCLE NEWS



"Oops, lost it! Well, no harm done and at least that Photographer is looking the other way. Maybe I can get going again before he spots me, and no one will ever know." CLICK!

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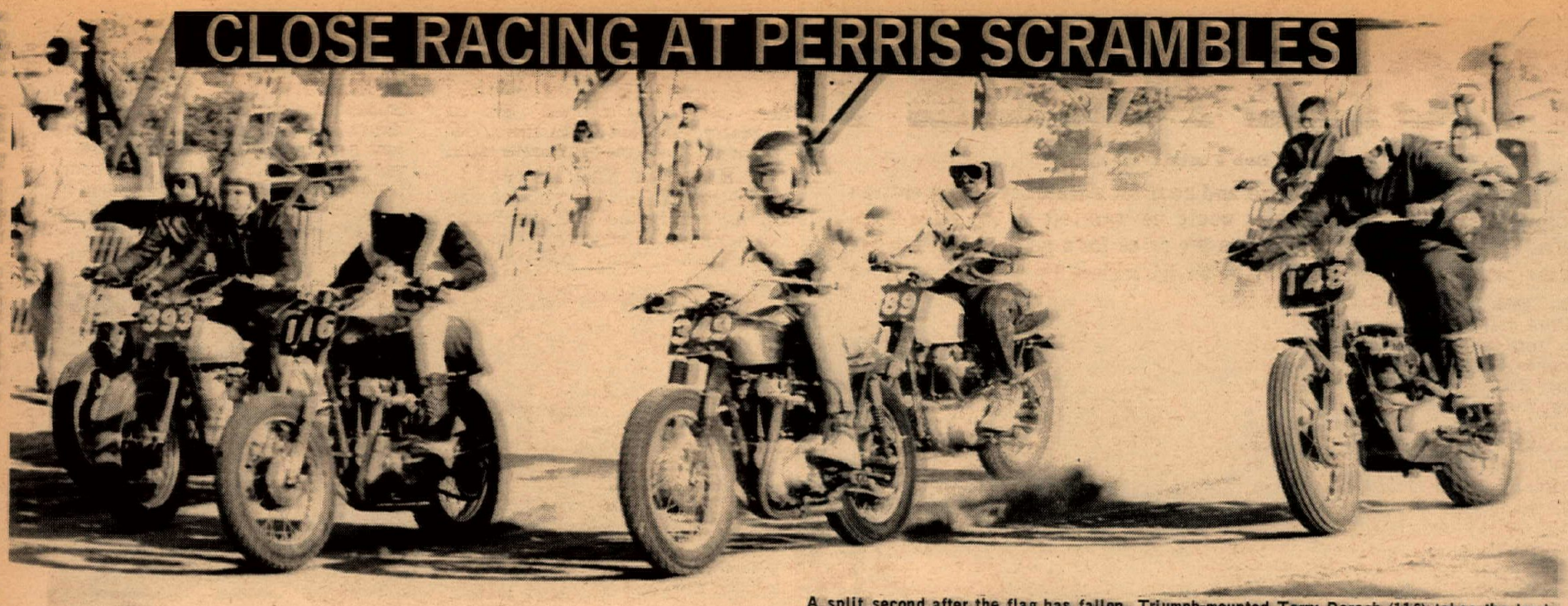
CLOSE RACING AT PERRIS SCRAMBLES

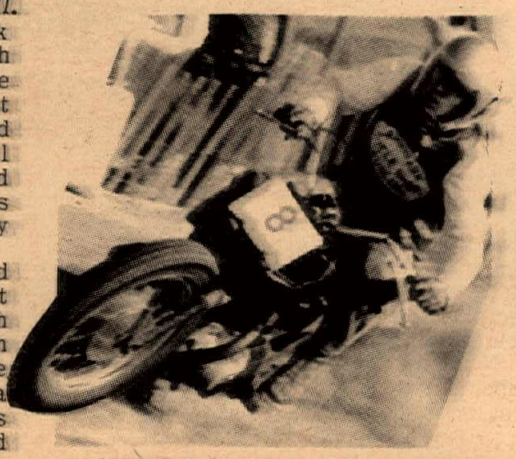


A split second after the flag has fallen, Triumph-mounted Terry Dorsch (116) takes the lead in the Open Amateur Main. Giving chase for second and third places are Bob Mortenson (349) and on the outside, Jim Peterson (148).

Photos & Story by Maureen Lee

Yup, it was hot again at Perris, weather as well as the racing, but the Hawthorne Gophers put on a good race and any waiting that the riders had to suffer through was due to the watering of the track, not messed-up paper work. There was one ambulance call.

Kelly Struble (Hodaka) again took the Powder Puff win with Lola Fish in second, while the 100cc Novice Main had the same beginning as last week. Danny Hockie (Hodaka) jumped into the lead and held it nicely until Jim Meriscal (Honda) appeared and then Danny lost it again. Linus Beall, on a Bridgestone, finally ended up with second.



Gary Bailey and Greeves repeated their win in the 200 Amateur-Expert class and another Greeves, with Willie Hockie Jr. as rider, came in first in the 250 Novice Main. Willie and Jimmie Stein on a Husqvarna staged a race worthy of the Experts with each man battling clean and hard but with lots of re-passing going on, and as they came around the club house turn for the checkered they were THAT close!

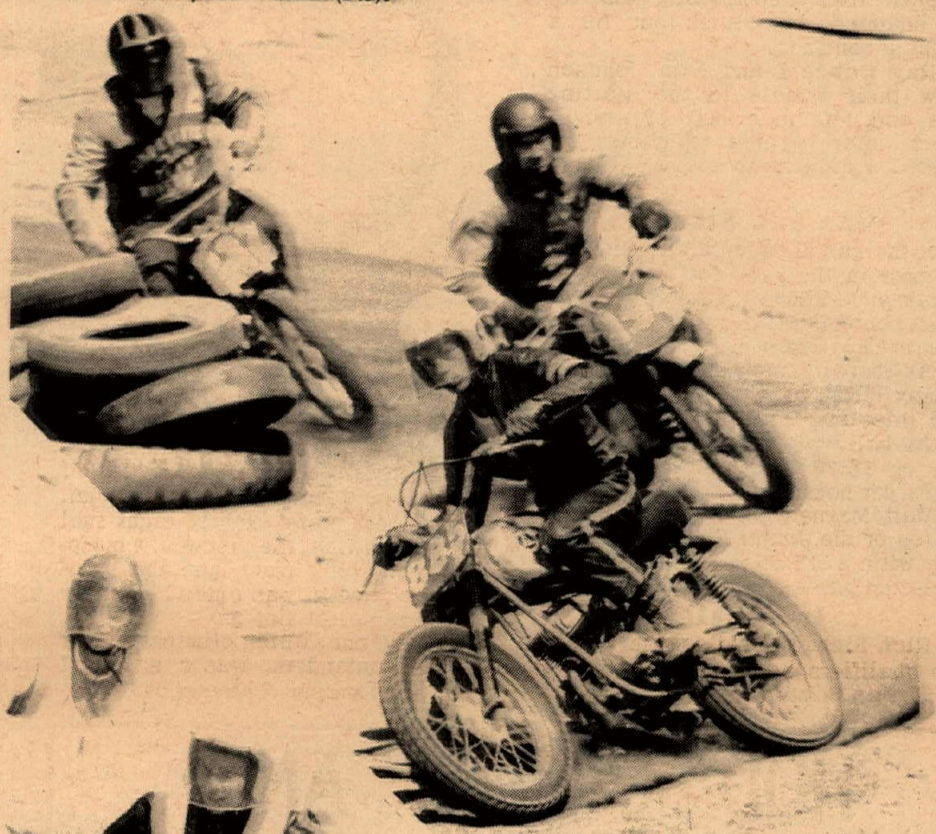
Pelican War

The 250 Expert class was (naturally) a battle. Larry Taylor (Bultaco) won the 1st heat and Keith Mashburn, who is now Bultaco-mounted, second. Come the Main, the two "Pelicans" took each other on. Larry had a real nice lead built up as Gary Bailey (Greeves) and Keith had a tussle going, then once Mashburn got past Bailey and caught Taylor, yow! Overslides aren't quite the word, but Larry held on and took the win, but only "just."

Jim Hunter and John R. made appearances on matching Hunter-Goldstars in the 500 Expert class after John's first mount blew up, but even so it wasn't to be a Rice day when the mag came unglued on his bike. Hunter won hands down but Sunday was another day we wished Chuck Minert (BSA) who took second had more beans in his bike.

BSA and Triumph Square Off

Ben Fakkeldy won the Open Expert moto with Mike Van Acker in second, both on Triumphs, and Darwin Ballard (BSA) taking third. Triumph-mounted Terry Dorsch won the Open Amateur class, but it was BSA who won the Open Novice class, and the 500 Novice class, with Bill Noble the Open winner and John Kennedy, the 500. Kennedy and second place man Dave Bastian (Matchless) had quite a thing going for a while, the same as the 21 inch winner Roy Jarrett had F. Spaulding breathing all over him in their Main.



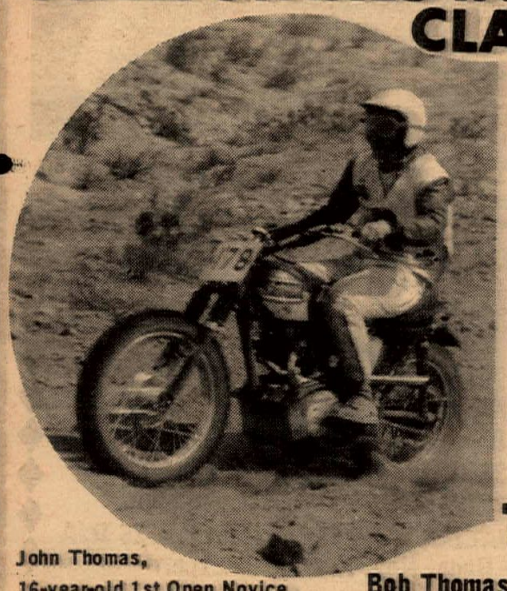
Above: Danny Hockie holds off Linus Beall and Jim Meriscal during early stages of the tiddler show. Left: Marsha McIntosh closes the gate on Diane Connolly in the Powder Puff feature.

Hack Gets Airborne

The ambulance call was for the Sidehack Association in their second moto. The team of Parti and Moffitt got quite showy coming out of the gravel pit canyon when Jim Moffitt lost his grip on the hack and pilot Parti made it up the hill alongside alone and into the side of a truck with all anchors out and dragging in an endeavor to stop the hack, but luckily not too much damage was sustained by either truck, hack or men.

Then, not two laps later, Bob Johnson and Ed Wade came unglued at the same point and you wouldn't believe me if I told you how high that hack flew in the air so there's no point in telling you, but this time the boys got a little skinned up and it seemed wise to tote them off for a check-up in spite of denials that sidehackers are indestructible! But if you hear tales of how they went when they hit that hill, ask track-owner Jerry Burton! He was standing there when the hack flew over him! It's true!

LAMOREAUX TUNED TRIUMPHS GET GRAND SWEEPSTAKES IN ALL 3 OPEN CLASS RACES IN THE DESERT.



John Thomas, 16-year-old 1st Open Novice

July 23rd, 1967

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1st Open Amateur
JOHN COOTS – TRI
1st Open Novice
JOHN THOMAS – TRI

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CYCLE ALLEY

by Bob Ebeling

"Race for dollars" was theme and goal for a majority of the entries at Lions drag strip, but which it would be was left to the rider's decision. An extra large entry fee was the price for a go at the dough and half the price restricted the entry to trophy racing. To quote a business man, "you get just what you deserve."

Five was the number of entries in a top fuel category. Two were Vincents, two Triumphs and one a 350cc Honda. One Vincent fell to the wayside via mechanical troubles, leaving just one in contention. Ray Downard's 350cc Honda rapidly put the Vincent to shame. Nira Johnson and Ebeling, both Triumph-mounted, were matched for the class trophy, an automatic runner-up guarantee and chance for top in the money race. Here was an example of the most classic hole shot ever. Nira Johnson left the line while Ebeling was off in dreamworld. Nira won with 11.19 elapsed time. When Ebeling came to, he snapped the clutch out for a 10.85 second run.

Ray Downard and Nira Johnson drew their wheels to the starting line and left in a huff of smoke, which later cleared to show Nira lighted a clear path to the winner's circle.

Gas and Street

In the gas division a Vincent held its own in the race for top. Chuck Gruebner's Vincent was way ahead of all contenders with a 12.24-112.00 quarter-mile run.

Al Sherwin has been rolling up a steady string of wins in weeks past and this time added another length to the ball with a Top Street victory run of 12.38 seconds and 109.30 miles per hour.

Walt Magnes put a 450cc Honda on top of the Junior Street challengers with a 13.66 second run that froze the mileage at 97.82.

Irwindale

Rich Richards and son Gary were top qualifiers on their 45 inch Triumph this Saturday, in the race for top eight fuel bikes. Their best e.t. read 10.24 while the clocks printed out a speed of 142.85 miles per hour.

Lowest on the e.t. totem was McEvoy and Martinez, for they failed to get in a full quarter mile run. Since there were exactly eight fuel burning entries, the process of bumping never took place and the twin-engine Triumph was placed securely in the top eight lineup.

Round one, which eliminated four of the contenders, was a scene of one sided racing. Three shut off before the lights and Gary Richards red-lighted. The real debacle was the Martinez and Richards duel. When Gary drew the red light an automatic win went to Martinez, but —you must travel the full quarter mile.

A Run For The Money!

Don McEvoy's twin Triumph had lost its fire on the line and Buddy Martinez had to push from starting line to finish. Buddy did not push with the weary drag of a racer but ran with the sprint of an athlete. Buddy's elapsed time was 95.64 seconds and he cleared the mile per hour clocks at 5.25.

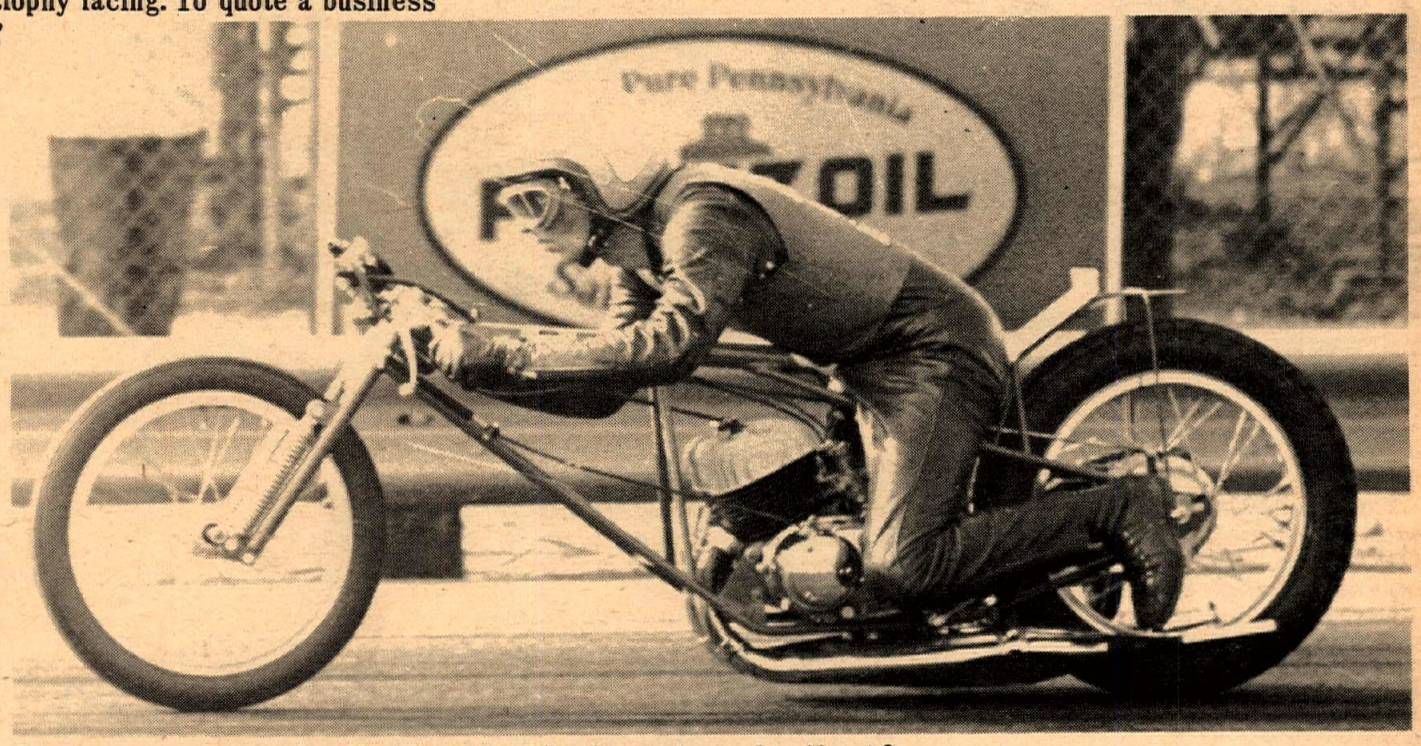
No one expected Bob Sirkegian's super bike to sprint its way to a victory in the second round, when he was matched with Theiler's 650cc Triumph drag bike, it was a night of surprises! Bob Sirkegian's BSA amazed everyone from spectator to racer with a 11.08 second elapsed time and the hauling speed of 128.20 mph over Theiler's 11.45—131.00.

The second half of round two saw first round winners Ray Downard and Buddy Martinez squaring off. Buddy didn't have to push this time, he just simply flew by Downard with a speed of 154.37 miles per hour. Downard was fast for a 350 Honda at 106, but he looked slow when he was passed.

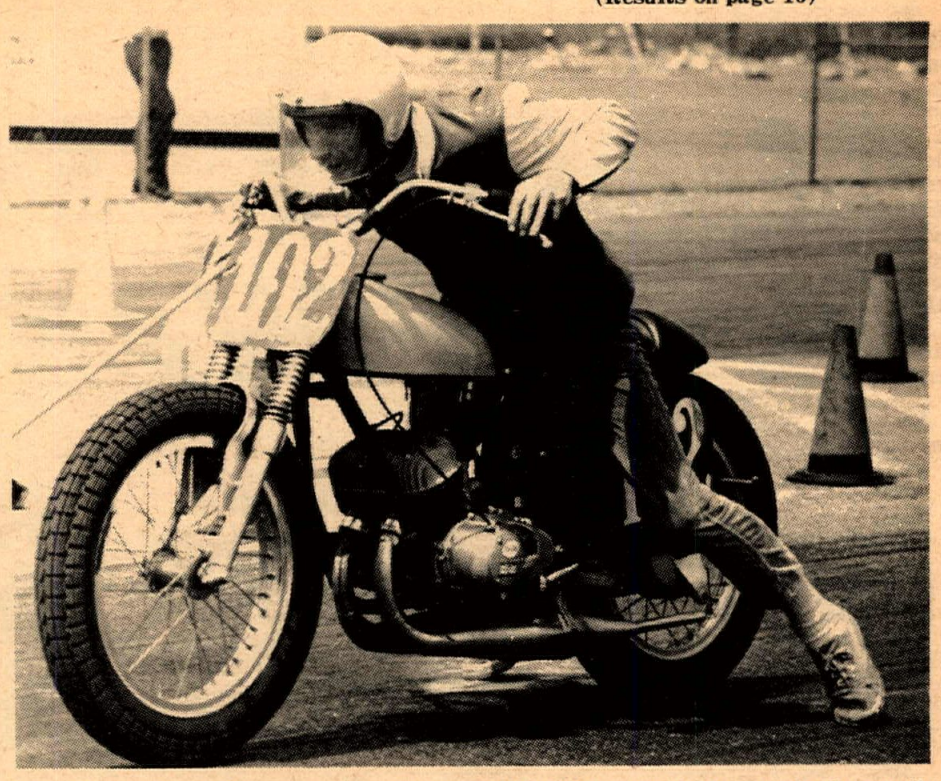
Bob Sirkegian vs. McEvoy-Martines. Street bike against twin engine dragster. Ha! lets go home we know who will win. But wait, their engines are started now. You turn and Bob Sirkegian is through the lights with another 11.08 seconds and Martinez is nowhere in sight. How could that be? Unless—yep! it blew on the line. In fact, Don McEvoy now owns the only 650cc Triumph engine that splits horizontally.

Bob Sirkegian and BSA now have not only the worlds quickest and fastest super bike but Top Fuel honors in a match of some of the best.

(Results on page 16)



Bob Braverman, on the long, long 305cc Yamaha is still collecting dozens of trophies at So. Cal. dragstrips. Bob soon expects to clothe the machine with a full, dustbin fairing to get more speed.



Ascot Novice Ken Lighthouse was recently seen at Irwindale with his flat track rig. He get off the line in typical Ascot "banzai" fashion.

HODAKABILITY AND TOM BRUCKENSTEIN COMBINE TO WIN ATHENA 100cc NATL.

In the Fourth of July "100cc National" at Athena, Oregon, Tom Bruckenstein (pictured) zapped the A Main competition to win the first all-100cc professional race in the United States! Tom was powered by his rapid, dependable and good handling Hodaka Ace-90 (fitted with peanut tank and bolt-on racing parts available from your Hodaka dealer). Proof again that "Hodakability" results in wins!

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ROBERTS ADDS JACKRABBIT EUROPEAN SCRAMBLES

Pictures by Harry Lawrie

250cc Experts lining up for the start.

Story by Dick Wright

J.N. Roberts, the Desert Ace, won both the 250 and Open Expert events, riding Husky's tuned by Tracy's of Burbank. Roberts continued his domination of desert racing with thirteen wins, a second place, and a non-finish out of fifteen starts since switching to Husqvarna in Feb of 1967.

The first race of the day was the Trail Bike class, combined Expert, Amateur, and Novice, with over 100 entries, and they were to run one hour or six laps. The course was a rough one, with a very steep and sandy downhill section about 100 feet long. About two miles further on was a rocky uphill section that had some left-and-right turns in the middle of it.

At the start, Jack Morgan, took the lead on his Hodaka, but on the second lap so many of the new riders were still on the uphill section that it took Morgan and the other leaders fifteen minutes to get to the top. After a lot of confusion and pushing bikes up the steep hill, the final results were: Jack Morgan, first; Dan Smith, a Novice, second; and Steve Holladay, also a Novice, in third.

Big Names, Little Bikes

The 250 Experts lined up for their start and we saw that a lot of the Open Experts had decided to try their luck on a 250 ride, (including Lon Peterson and Larry Bergquist) which was really going to make this race interesting to watch. With all that talent on the line, it could have been anyone's race.

Howard Jackson, on a Bultaco, grabbed the lead, with J.N. Roberts second, and these two riders were really moving away from the pack. On the second lap, Bob Belt, on a Greeves, moved through the lines and into third spot, and really turned it on. The race continued this way, with Jackson in the lead, Roberts second, and Belt gaining on both of them, until the last lap when Jackson had mechanical trouble one mile from the finish, and Roberts went on to win. Belt came in for a close second.

Roberts Does It Again!

The Combined 500 and Open Experts lined up after the lunch break for the big race of the day. Dick Dean, on a Triumph tuned by his dad out of Lamoreaux' of Sunland, took the lead on the open trail about a mile from the start. He really had that big TR6 turned on, going flat-out in fourth gear. J.N. Roberts, at this point, was running back in the pack.

On the second lap, Dean had built up a good lead, and it looked like money in the bank with Roberts running in fifth spot. On the third lap, it happened: Dean got a flat front tire and his bars were loose, but he fought it all the way. Both he and Roberts were giving it all they had and both had fallen once. Roberts was able to catch up to him in the rough stuff and pass him, then Dean would repass Roberts on the fire roads.

They diced like this the last three laps until Dean was getting out of shape in some of the roughs, because he had no control of the front end. One time he dropped off a small cliff, so that he cooled it on the last lap, Roberts pulled in for the overall win, with Dean taking second, and first Open class. These two riders have had some good duels, Dean is the only rider that has beaten Roberts in an out-and-out race when they both finished without mechanical breakdowns.

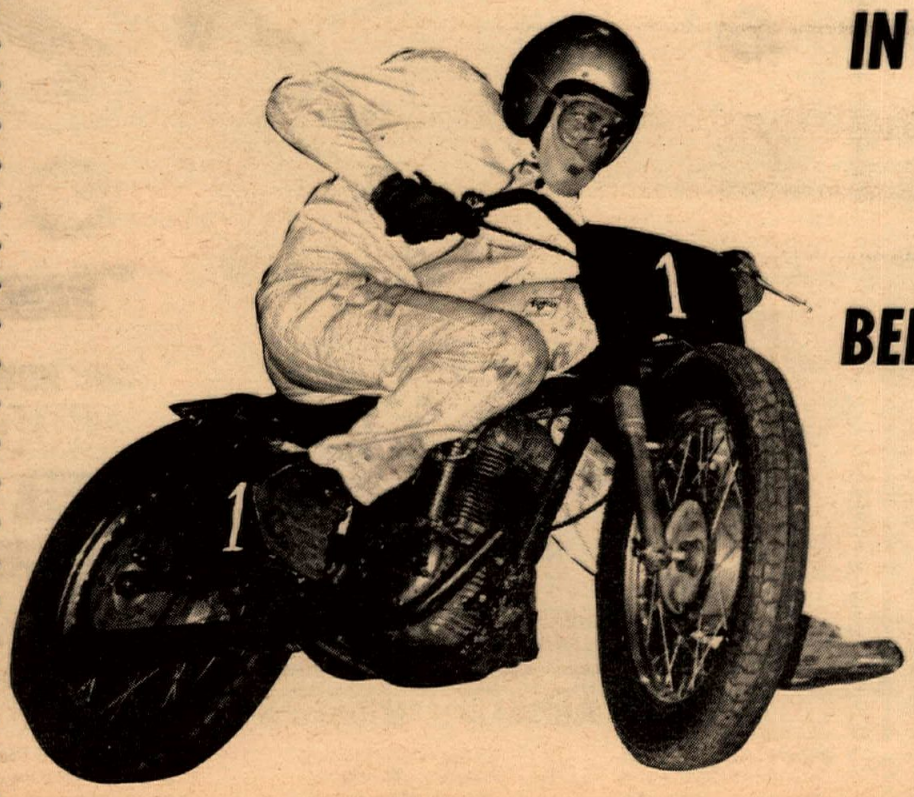
The Open Amateurs were up next. John Coats, #551 on a Triumph, and a member of the Shamrocks M.C., grabbed the lead and held it all the way.

The open Novices looked like a re-run of the Amateur race. John Thomas, also a member of the Shamrocks M.C., grabbed the lead, and really put on a show by lapping the entire field. All of the open class winning Triumphs were tuned at Lamoreaux, a good day's work for the Sunland shop.

(Results on page 16)

DUCATi SHOWS 'EM THE WAY TO WIN !

INVINCIBLE!



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ELSINORE SCRAMBLES

JULY 15, 1967

by Don Wallen

A near record group in pleasing weather, add a TT course in ideal shape, 150 or so good running scrambles machines complete with riders, compute them all together and you get a night of fun, sport, and excitement without parallel anywhere. Last Saturday night was marked by the lack of Elsinore regulars and the appearance of a host of new faces and names.

Elsinore rider takes avoiding action as another takes a hard spin into the tires. That's what'll happen to you if you get greedy!

100 Expert Battle

In the first heat it was Tom Rockwood, on a Kawasaki that flies. Tom said hat he's been riding Ascot and falling down, but looked very good here, moving through the pack with ease. Keith Mashburn, on a Bultaco Lobito, followed Tom to the wire with vigor. In the second heat it was a different story as Rusty Burkert did the job on T. Warren and J. Northern. Rusty Burkert's dad does his tuning and has had a lot of help from Crowell's Cycles. The Semi went to J. Northern, who put in a good evening of riding. Of interest to everyone who remember a hard-charger, Cris Smith was at trackside still recuperating from a broken leg. Cris is happy to be able to move about more now.

200-250 Bash

Back after an absence was D. Carlton, riding to third place in the 200cc Expert class on an Ossa and another third on a Greeves in the 250 Expert event. D. Harrison did the job in the 200 Experts on a Bultaco by very hard riding. D. Kanagae came back after his vacation for some sport on that Bultaco Pelican. Kanagae rode to first in the first Moto and, after I called him the fallingest rider, he had to show that it was possible to hang on to the bike for five laps which he did (in that race).

Big Bike Battle

The 350-500 Open Expert Main started with T.H. Paschal stuck with the almost impossible job of starting these guys. After three false starts, J. Bailey got the good hole shot on the field and held on right to the wire. We don't know where Bailey has been riding, but he looks as if he's had good practice. G. Bailey chased J. Bailey on a 360 Greeves that really flies in this race for a second place that was solid. The trophy presentation was rather late due to an all time record of 48 events being run that evening.

(Results on page 16)

SUNNY VALLEY SPEEDWAY TT SCRAMBLES

by Virginia Copeland

Sunday morning July 9th, Ray Copeland, manager of Sunny Valley Speedway pulled into the track about 8:00 a.m. to start preparing for the race (scheduled to begin at 1:00 p.m.) and found a camper parked there waiting for the race to start.

Jerry Robertson and family, on vacation from Shelton, Washington, read about the event in CYCLE NEWS and camped at the track Saturday night so that he could run his Bultaco Sunday.

Jerry's waiting was not in vain because he walked off with first place in the 250 "A" Main. It wasn't an easy victory for Jerry though as Wes Word of Grants Pass, Ore. kept his Bultaco pushing him all the way.

Word Wipes Em Out

The 100cc class saw Wes Word on a Bultaco, Buck Shaw, Crescent City, California on a Yamaha and Rex Pittullo, Myrtle Point, Ore. on a Bridgestone battle it out for the top three places. Wes came out of the first corner in the lead and kept if there, with Buck right behind him. Rex got around Buck in the second lap but didn't stay there very long because Buck sailed right back around him. Buck held second place up till the last lap when they came out of the last corner Rex came around on the outside and there was a race for the finish with Rex edging Buck out.

Rick Bergquist of Crescent City, California took the lead in the 200cc class on his Montesa, with Rex Pittullo right behind him. Rex pushed Rick hard for 6 laps then got around him to take first place. Ralph Woldman of Fairfield, California who made such a great showing the night before in Grants Pass, Ore. blew his Suzuki in the heat race and was out of commission the rest of the day.

Repeat Performance

Bob McLane of Grants Pass, Ore., BSA-mounted, did a repeat performance of two weeks ago by leading the Trophy Dash right up to the next to the last lap and then falling down to leave Bob Vaughn Grants Pass take home the trophy. The open class main saw Carlos Uribe, Grants Pass, Ore. on a Triumph take a good lead right from the start and hold it for four laps. Then he spun out and Bob Vaughn on a Triumph took over. Mort Sullivan, of Medford, also on a Triumph made a bid for first place several times but couldn't quite make it until the ninth lap. Bob bobbled and Mort saw his chance. He got around Bob and stayed there

(Results on page 16)

Lee Lukens holds off a similar Honda during a recent 350cc class battle under the Elsinore lights.

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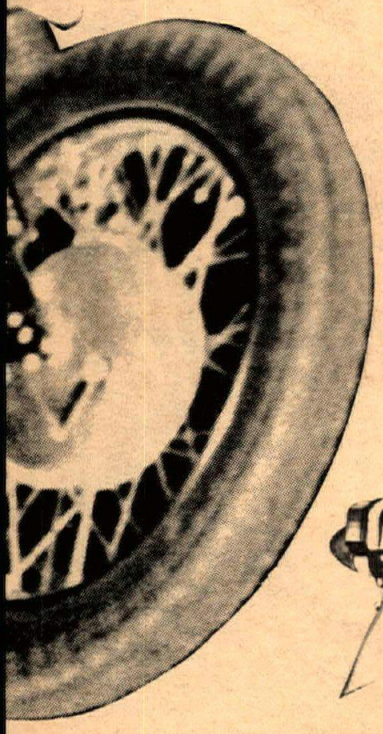

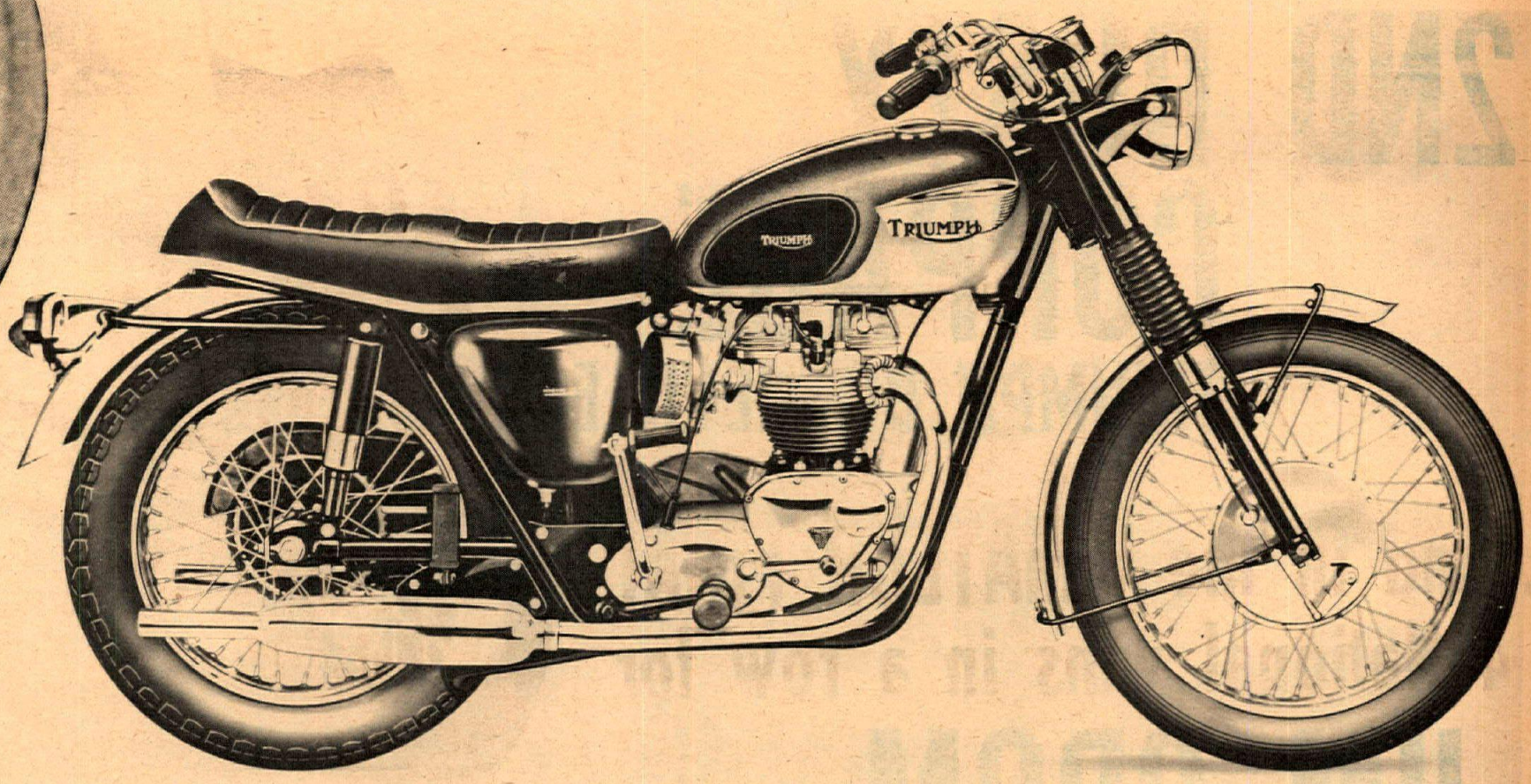

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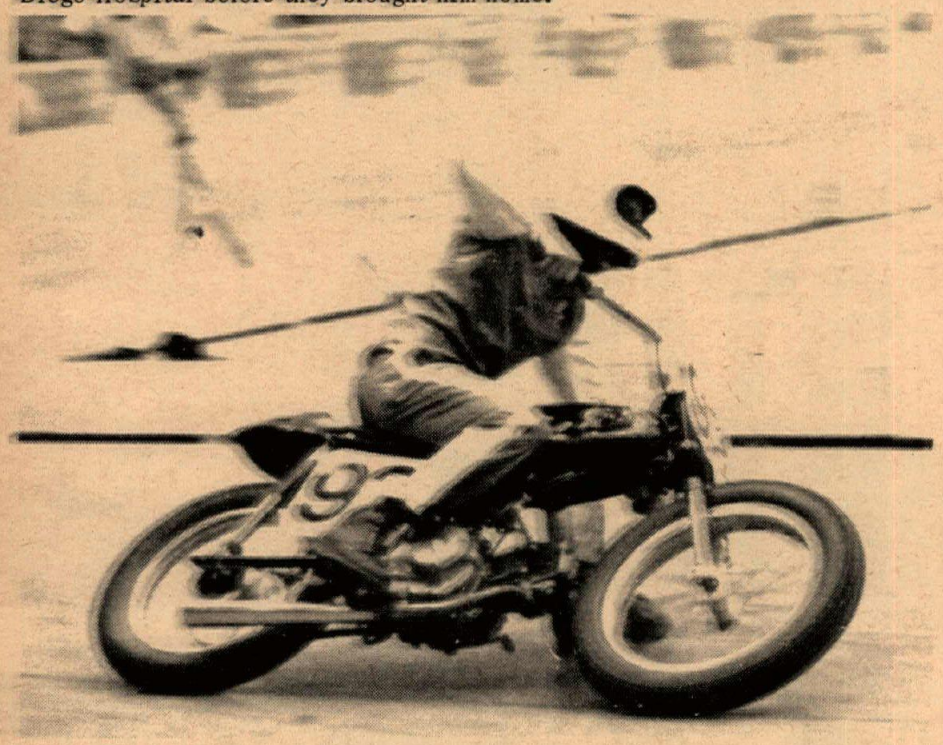
BENEFIT RACE NETS $1200 FOR BUTCH CORDER

by Dale Mckinnon

Sacramento's Butch Corder, trying road racing for the second time, got on his front brake a little hard and flipped his 500cc Triumph. He was doing around 130 when he went down at Carlsbad. He spent 28 days in the San Diego Hospital before they brought him home.



Butch Corder, talented young rider for whom the Fort Sutter M.C. staged their very successful benefit race, shown here in action at a Long Beach indoor short track event.

The Fort Sutter M/C, one of the oldest clubs in Northern Calif., held a benefit race at Folsom, Calif. July 15th. It was a short track which took place in the Folsom, Amphitheater, and a short one it was. Nearly 1200 dollars were collected to help pay Butch's medical bill.

Ray Vatne took a quick lead in the 250 Amateur event only to lose it to Jim Kimura, from Ray's Cycle in Vallejo. Jim broadslid all the way around the track, allowed Ray to catch up with him and then pulled away. On one lap he sucked Ray into the corner so far he went down.

James Childress kept up his winning ways by taking the 100 Amateur Main. James doesn't like riding in the pack so he moves out front as soon as he can. He isn't as smooth as some but he has a winning style and he isn't afraid to blast his way through. Gary Willis also showed good form by taking second.

Kamikaze Show

Roger Oliver showed the fans how to hit the fence, get his feet knocked off the pegs, and laying flat on his stomach ride wildly around the track. He finally brought his bucking machine under control to come in third. His kamikaze ride was the high light of the 175 Main.

Carl Cranke another of Nor-Cal's up and coming riders was there with his potent Triumph Cub.

Carl and Cal Simpson put on a riding display not soon to be forgotten. Riding side by side, they threw the bikes into the corners and were so close that you could have covered them with a postage stamp. They leaned their machines so far over that the handle bars were kicking up more dust than the rest of the bikes. Lap after lap it was this way, as if man and machine were one. Back in the pack Tim Cline and Gordon Card were having their own battle, changing places back and forth.

Old Timers Have A Go

During intermission there was a senior citizens race featuring motorcycle dealers Al Lauer, James Childress, Joe Sarkee, Mel Ellis, and John Cox. Mel Ellis won the event by riding smooth and easy. Cox had a little trouble but Childress seemed to have the most fun. One could see where his son gets his riding style. Childress was broad sliding and falling down all at the same time. They were all fun to watch, especially since this was the first time any of them had been on a track in a long time.

(Results on page 16)

BOY ON A MOTORCYCLE

by Elizabeth M. Rourke

Yes, it is your charger, your stallion, your clipper ship.
It is your wild white Pegasus to bear you to the heights.
It is your bright arena, where you can't conceive of losing
The heavy weight, the welter weight, the bantam weight fights.
We've quoted to you averages, relatives, statistics;
We've shown you many pictures of a hundred different wrecks,
But a glory undiminished, an untold wind companionship
Hazes possibilities that friends and parents vex.
Youth will go a-conquering, a-soaring, a-venturing.
God keep you in your travels and bring you safely back,
With star shine on your lashes, checks stained with crimson laughter,
To maturity, contentment, and sense which now you lack!

THE LEGEND OF "WHEELIE" WHEELER

by Dolores Tindell

You've heard about Paul Bunyon
And John Henry, too
Maybe you haven't heard of Frank Wheeler
cause his legend is new.

A giant man,
he stands 6 foot 5
And even taking away the B.S.
He weighs 2 hundred and 35.

He's rode that Hodaka Trail Bike
Down to Baja, now up to Alaska, too
"Wheelie's" the name, cycling's the game
He'll be in the Legend Hall of Fame.

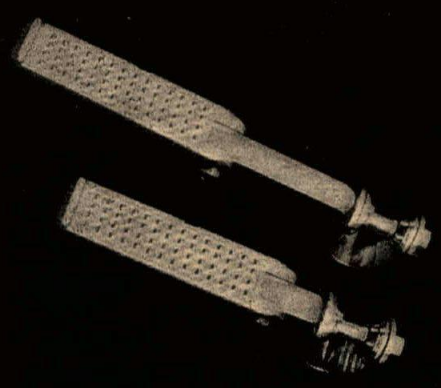
He's traveled across a lot of miles
And climbed up a lot of hills
Just to see what was on the other side
Looking for some new thrills.

In search of adventure he'd travel by land
Or cross the oceans blue
And all the way he's Wheeling and Dealing
He makes his dreams come true.

To ride to Alaska was Wheelie's dream
On a Hodaka Ace – only 90cc
7 thousand miles in all kinds of weather
A test of strength it would prove to be.

That Alcan Highway is a long lonesome road
Famous for chuckholes and thick blinding dust
The Hodaka was carrying a mighty big load
And a sign in big letters "ALASKA OR BUST".

He was gone 3 weeks on his Iron Steed
An endurance test, it was indeed
His helmet was scratched, and his clothing was torn
But he made it back home, and this legend was born.



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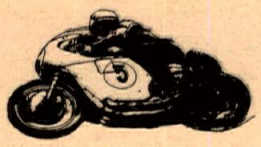

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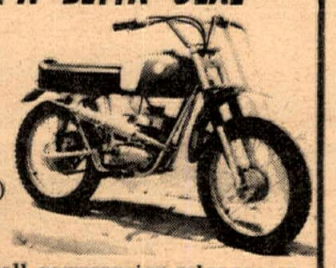

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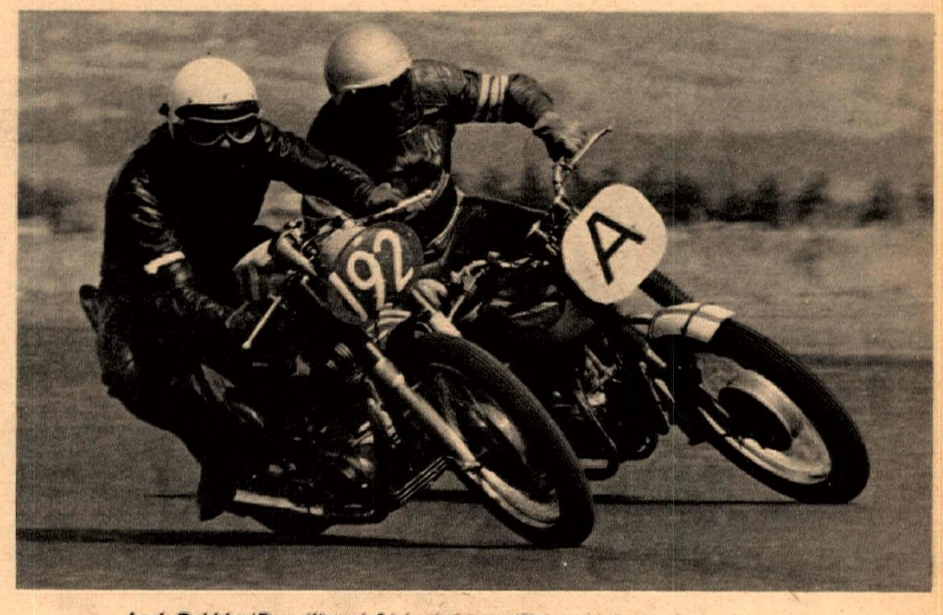
BURCHARDS/JUDKINS WIN 250 MILER ON BLACK BOMBER

by George Martin

In England they call the Honda 450 the "Black Bomber," and the title seems apt after the July 4 AFM 250-Mile Production Championship at Cotati.

Never missing a beat, the black 450 of Dave Burchards and Bill Judkins hurled around the Cotati course like clockwork for a nearly start-to-finish win.



Jack Pebble (Ducati) and Al Ludwigsen (Triumph) in close company.

The victory is the second in a row for a 450, as Dick Kilgroe and Art Baumann teamed last year for a first place in the grueling race on a big Honda.

The event lasted four hours and 30 minutes, with pit stops cutting the average speed to a little over 55 miles per hour.

Forty-seven machines, each with a two-man riding team, lined up for the Le Mans start at 1:30 p.m. A slight wind kept the temperatures down as the flag fell and the leather-clad riders sprinted across the asphalt to their waiting machines.

Jimmy Deehan, in colorful red and white leathers and a matching Bell "peek-a-boo" helmet was first into turn two on his Kawasaki A-1, which was to be partnered by Art Baumann.

First Blood

But Deehan's moment of triumph was short-lived, for Ron Grant was immediately behind the Kawasaki and pushing for the honor of "first blood" in the lap money derby that would go to the number one man at the beginning of each lap.

Through turn two the two riders blasted and when they emerged from turn three it was Grant in the lead. Immediately behind Grant's Yamaha was Burchards, pushing his Honda hard. In fourth place, Rich Perkinson gunned his Triumph Bonneville while Steve McLaughlin on another Triumph was fifth.

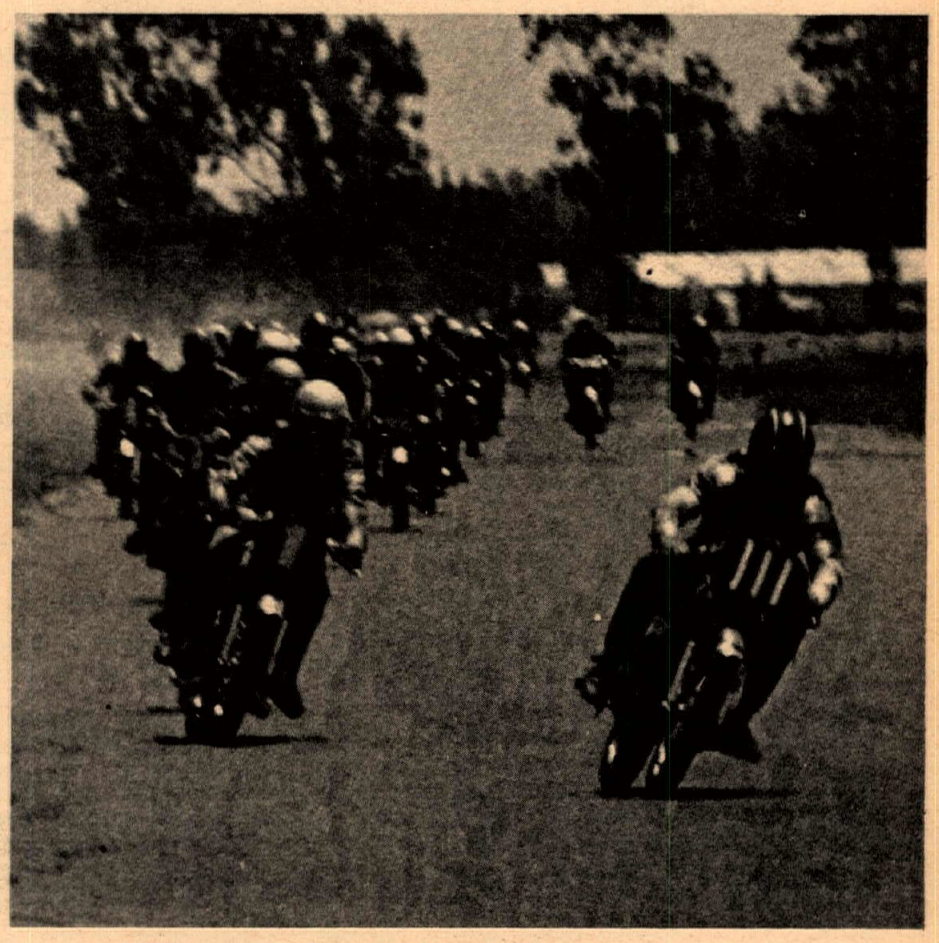
By lap four Grant was already beginning to lap the tailenders, but McLaughlin was starting to catch Grant. The green-clad rider got closer on lap five and in the clear on lap seven, just before Grant's Yamaha suddenly seized, ending his racing for the afternoon.

McLaughlin Watches—Again!

If McLaughlin was exultant, his exhilaration must have quickly left him when his engine started making noises and he was simultaneously passed by Burchards.

McLaughlin pulled into the pits and discovered a condenser had vibrated loose. Some frantic pit work fixed the trouble, but by then the leaders were many laps ahead. Mc Laughlin and his partner, John McGillivray did their best to make up the loss, and had gained back eight of the missing laps when their ill-fated twin holed a piston and retired on lap 89. They pushed across the finish line for 29th overall and 5th in the open class.

With McLaughlin and McGillivray out and Burchards and Judkins clearly in the lead, the race settled down to the nerve-straining vigil in the pits – listening to the sound of engines for foreign sounds which spell failure, clocking riders and keeping lap charts.



Jim Deehan zips into the lead, followed by forty-seven other machines.

Black Byron Blows A Cog

Byron Black, Fresno State College professor, was teamed with Eric Dahlstrom on Black's Kawasaki 350. Unfortunately Black and Dahlstrom lost a lap during an early-race pit stop, and although they worked their way into the "lead" later they were actually one lap behind.

Their efforts ended late in the race when Black threw it away in turn three and found when he got going again that he had broken something in the transmission and could not change gears.

At least two riding teams demonstrated exceptional resourcefulness in the pits.

When Nick Theroud and Paul Conserriere's machine destroyed a wrist-pin bearing, Jack Deyer of Jack's Go-Shop in Pacifica was up to the challenge. Deyer and his helpers pulled the head and barrel and replaced the bearing, smoothing the scores on the cylinder wall with a rat-tail file and some emery cloth, and polishing up the piston the same way.

Re-started, the machine finished 28th overall.

Dick Kilgroe and Phil Makanna had a simpler solution when their Honda 450 engine went – a new engine. Using rags as "potholders" they pulled the entire engine and substituted a spare, finally finishing 30th overall.

XL Wails 'em Down The Straight

The most unlikely road racer on the track was a Harley-Davidson Sportster XL (yes, an XL) piloted by Bob Markel and Earl Atkins. The machine was going surprisingly fast, and would have finished much higher than its final 15th place if it hadn't been for a flat tire which cost it about 15 minutes in the pits. The big Sportster was doing 1:55 laps, thundering down the straights like a freight train and doing surprisingly well in the corners.

Byron Black performs delicate mechanical adjustment.

(Results on page 16)

All results unofficial unless otherwise noted.

RESULTS

SCTA ENGLISH TRIALS
Pacoima Canyon, July 9, 1967

AMATEUR LIGHTWEIGHT
- **1. David Smith — Bul
- **2. Gene Smith — Tri
- **3. Roger Drake — Mon
- **4. George Langos — Gre
- **5. Chet Kohler — Tri

AMATEUR WOMEN
- **1. Carol Stone — Gre
- **2. Jacqualine Mobley — Bul
- 3. Nancy Walters — Hon
- 4. Carol Lawrence — Yam
- 5. Carol Thornton — Hod

MASTER

Due to the fact that the Trials was cut short by the Fire Department & that most of the Master riders did not complete at least 3 laps, the decision has been made to declare the Trials A "no contest" for the Master Class only. Refund chits are being mailed to the Master riders to be used at any future trials.

EXPERT (Determined by 3 laps)
- **1. Lloyd Lingelbach — Gre
- **2. Gary Conrad — Gre
- **3. Jim Smith — Tri
- 4. Jim Bollingmo — Mat
- 5. Bill Stowers — Gre

AM. ULTRA LIGHTWEIGHT
- **1. Bob Brookhart — Hod
- **2. Tom Stowers — Yam
- **3. Greg Wood — Hod
- **4. Gale Hogan — Hod
- **5. Don Clement — Hod

HAWTHORNE GOPHERS
Perris, July 23, 1967

50cc MOTO
- Steve Nichols — Hon
- Tony Mason — Yam
- Jay Lewis — Yam
- Rick Parker — Yam
- Frank McDowell — Hon

POWDER PUFF MOTO
- Kelly Struble — Hod
- Lola Fish — Hon
- Patricia Drake — Hod
- Sharon Wolf — Bul
- Eulene Long — Hon

100cc NOVICE MAIN
- Jim Meriscal — Hon
- Linus Beall — Bri
- Bruce Nosbusch — Hod
- Danny Hockie — Hod
- Bob Saunders — M-B

100cc EXPERT MOTO
- Kirk McDowell — Hon
- Kenneth Lee — Hon
- Steve Stricklin — Hon
- H. Mendenhall — Yam
- Jim Connolly — Hod

125-175cc AM. MOTO
- Dean Hensley — Mon
- Don Fingt — —
- Claude Long — Bul
- Mike Radnor — Suz
- Chuck Daly — Bri

200cc AM-EX. MOTO
- Gary Bailey — Gre
- Randy Smith — Bul
- Mary Endless — Hon
- Gary Riley — Bul
- E.J. Loughwith — Bul

250 NOV. MAIN
- Willie Hockie Jr. — Gre
- Jimmy Stein — Hus
- Mike Smith — Bul
- Larry Parnell — —
- Bill Bosley — Bul

250cc AM-EXP. MAIN
- Larry Taylor — Bul
- Keith Mashburn — Bul
- Gary Bailey — Gre
- Jim Connolly — Gre
- Mike Boal — Bul

SIDEHACK MOTO
- Mike Parti, Jim Moffitt (tie) — Tri
- Larry Hill, Bob Milton (tie) — Gre
- Stanley Shurrole, Wayne Kestermont — BSA

500cc EX. MOTO
- James Hunter — BSA
- Chuck Minert — BSA
- T. Denius — BSA

OPEN EXPERT MOTO
- Ben Fakkeldy — Tri
- Mike Van Aker — Tri
- Darwin Ballard — BSA

OPEN AM. MOTO
- Terry Dorsch — Tri
- Jim Peterson — Tri
- Bob Mortenson — Tri

OPEN NOV. MOTO
- Bill Noble — BSA
- Ken Allen — Tri
- Larry Mitchell — Tri

500 NOV. MAIN
- S. Kennedy — BSA
- D. Bastain — Mat
- D. Firestone — Tri

21" AM. MAIN
- Roy Jarrett — Hon
- F. Spaulding — Hon
- D. Teeters — Hon

MID-YEAR CLUB POINT STANDINGS FOR DIST. 37 COMPETITION

LIGHTWEIGHT CLUB	
LIGHTWEIGHTS INC.	2291
O.C.M.C.	758
RAMS	591
SCRAMBLERS	571
POWDER PUFF ASSN.	551
CALIF. GOPHERS	530
FOUR ACES	514
SHAMROCKS	491

HEAVYWEIGHT CLUB	
CALIF. GOPHERS	2483
O.C.M.C.	596
DIRT DIGGERS	443
ANTELOPE RAMBLERS	351
RIVERSIDE BOMBERS	333
GRIPSTERS	320
SIMI VALLEY	299
TREADMEN	221
STUMP JUMPERS	198

MOTO-CROSS ROUGH SCRAMBLES
Mountain Pass, Calif. July 9, 1967

50cc
1. John Slagle — L.V.
2. Dwain Bennett — L.V.
3. Gary Wells — L.V.

100cc AM-NOV.
1. Nick Richen — L.V.
2. Ken Cameron — L.V.
3. Leo Cook — L.V.

200cc
1. Tom Webster — Ariz.
2. Ron Mallory — Ariz.
3. Marlin Devoe — Ariz.
4. Dutch Cunningham — L.V.

250cc NOVICE
1. Casey Folks — L.V.
2. Bill Dickie — Mt.Pas
3. Tim Graham — Cal.
4. Tom Culp — L.V.
5. Carl Keller — L.V.

250cc AMATEUR
1. Bob Tooley — L.V.
2. Chuck Hatcher — L.V.
3. Steve Rinker — Cal.

500cc
1. Terry Griebel — L.V.
2. Tom Stockstill — Cal.
3. Ron Sattler — L.V.
4. Charlie Boone — Ariz.

650cc OPEN
1. Alan Mallory — Ariz.
2. Tom McGilliard — Ariz.
3. Rick Miller — L.V.

SOUTH GATE TT
July 20, 1967

100cc T.D.
Gary Bailey, Compton — Hod

250cc T.D.
Keith Mashburn, S. Susana — Bul

100cc MAIN
- Don Leal, Bell — Yam
- Gary Bailey, Compton — Hod
- Don Dudek, Redondo Bch. — Hon
- Tom Rockwood, Gardena — Kaw
- Eric Jensen, Altadena — Bul
- Jim Arledge, Long Bch. — Yam

250cc MAIN
- Lee Stumpenhaus, N.Hlywd. — Bul
- Stan Rogers, Gardena — Bul
- Keith Mashburn, S.Susana — Bul
- Mike Tillman, Canoga Park — Bul
- Gary Bailey, Compton — Gre
- Don Dudek, Redondo Bch. — Gre

ORANGE CO. SHORT TRACK
July 19, 1967

100cc T.D.
Russ Robinson, G.G. — Yam

250cc T.D.
Rick Woods, Sunset Bch. — Duc

100cc MAIN
- Russ Robinson, G.G. — Yam
- David Aldana, Santa Ana — Suz
- Ron Taylor, Santa Ana — Yam
- Rick Woods, Sunset Bch. — Yam
- Jim Doron, Santa Ana — Yam
- Dave Massingham, B.P. — Yam
- Ken Gardner, Huntngtn Bch — Hon
- Byron Krenek, Encinitas — Yam

250cc MAIN
- Rick Woods, Sunset Bch. — Duc
- Sal Acosta, Compton — Bul
- Eddie McGregor, S.Laguna — H-D
- Randy Layne, Fullerton — Hon
- Gary Lane, Pomona — Bul
- Lenny Earl, Santa Ana — H-D
- Ted Newton, So. Gate — H-D
- Neil Winston, S. Berdo. — Hou

500cc
- Russ Robinson, G.G. — BSA
- Bob Grauar, S.Clemente — Vel
- Jim Doron, Santa Ana — Vel

DORSEY, MD. SPEEDWAY
July 1, 1967

MAIN EVENT
1. D. Twigg — Duc
2. M. Myers — H-D
3. E. Adkins — Duc
4. B. Barnes — Duc
5. M. Doying — Bul
6. J. Porter — Bul

TROPHY DASH
1. D. Twigg — Duc
2. M. Myers — H-D
3. J. Porter — Bul
4. C. Williamson — Tri

100cc "NATIONAL"
Athena, Oregon
July 4, 1967

JUNIOR CLASS
- Johnny Hightower — Bri
- Lane Marshall — Hon
- Kenny Jemison — Hon

TROPHY DASH
- Gary Kopies — Kaw

WHEELIE CONTEST
- Chuck Voss — Hon

C MAIN
- Richard Rambo — Suz
- Monte Montgomery — Hon
- Al Davis — Hod
- Don Taylor — Hod
- Glen Marshall — Hod

B MAIN
- Tom Zinn — MB
- Mark Niccoli — MB
- Jack Sargenti — Hod
- Tom Shelton — Hon

A MAIN
- Tom Bruckenstein — Hod
- Jerry Dobbins — Kaw
- Rick Gray — Hod
- Bill Sargenti — Hod
- Harry Taylor — Hod
- Larry Salsberry — Hon

TT SCRAMBLES
Beardsley, Arizona
July 9, 1967

125 AMATEUR
1. John Fox — Kaw
2. Lloyd Ream — Hon
3. Harold Beard — Yam

125 EXPERT
1. Harold Phelps — Yam
2. Tom Halford — Yam

250 NOVICE
1. Chuck Ellis — Duc
2. Sam Wright — Hon
3. Bill Shuman — Hon
4. Ray Weigold — Duc

250 AMATEUR
1. Dave Isely — Duc
2. Butch Beard — Yam

250 EXPERT
1. Jim Halford — BSA
2. John Halford — Yam
3. Brian Ross — Bri
4. Yogi Mariscal — Bul

OPEN NOVICE
1. Manny Aguirre — BSA
2. Tim Newberry — BSA
3. Fred Rolnick — RE

OPEN AMATEUR
1. John Camp — Tri
2. Dennis Malaimere — BSA
3. Jim Abbott — BSA

OPEN EXPERT
1. Jon Sellers — Tri
2. Lakin Gabbert — BSA
3. Byron Boaz — BSA

TROJAN SPEEDWAY
South Gate, Calif.
July 18, 1967

100cc MAIN
- Ron Taylor — Yam
- Stan Rogers — Hon
- Ron Dudick — Hon
- Ken Lighthouse — Yam

100cc TROPHY DASH
- Ron Taylor — Yam

250cc MAIN
- Lee Stumpenhaus — Bul
- Keith Mashburn — Bul
- Stan Rogers — Bul
- Mike Tillman — Bul
- Rick Woods — Duc

250cc TROPHY DASH
- Keith Mashburn — Bul

1967 50 LAP NATIONAL TT
Ascot Park, Calif. July 22,

1. Skip Van Leeuwen — Tri
2. Dusty Coppage — Tri
3. Dave Palmer — Nor
4. Jack Simmons — Nor
5. Mert Lawwill — H-D
6. Dick Hammer — Tri
7. Eddie Wirth — BSA
8. Eddie Mulder — Tri
9. Steve Scott — Tri
10. Gary Nixon — Tri
11. Bob Bailey — Tri
12. Bruce Holland — Tri
13. Cal Rayborn — H-D
14. Russ Robinson — BSA
15. Jack O'Brien — Tri
16. Jim Berry — Tri
17. Dallas Baker — BSA
18. Doug Christopher — Tri
19. Jim Nicholson — BSA
20. Dan Haaby — BSA
21. Clyde Litch — Tri
22. Fred Nix — H-D
23. Roger Reiman — H-D
24. Mike Haney — Tri

15 LAP AMATEUR FINAL:
1. Jimmy Odom — Tri
2. Roger Goldthwaite — Enf
3. Larry Wilburn — Tri
4. Jan Crawford — Tri
5. Mark Williams — Tri
6. Phil Todd — Tri
7. Carl Patrick — Tri
8. Ron Pierce — Enf
9. Rob Harrison — Tri
10. Bob Ledford — Tri
11. Paul De La Torre — Tri
12. Rick Otto — Tri
13. Ron Miller — Tri
14. Lloyd Houchins — BSA
15. Monte Dennett — Tri

AMA GRAND NATIONAL POINT STANDINGS:
1. Gary Nixon — 312
2. Mert Lawwill — 267
3. George Roeder — 231
4. Chris Draayer — 222
5. Fred Nix — 220
6. Dick Hammer — 162
7. Dick Mann — 161
8. Buddy Elmore — 132
9. Bart Markel — 129
10. Cal Rayborn — 103
11. Roger Reiman — 85
12. Eddie Mulder — 71

SO. GATE SHORT TRACK
July 11, 1967

100cc T.D.
Ron Taylor, Santa Ana — Yam

250cc T.D.
Lee Stumpenhaus, N.Holyd — Bul

100cc MAIN
- Ron Taylor, Santa Ana — Yam
- Tom Warren, N.Hollywd. — Bul
- Stan Rogers, Gardena — Hon
- Norm Elledge, N.Hollywd. — Bul
- Gary Calkins, Lakewood — Yam
- John Hately, Van Nuys — Yam

250cc MAIN
- Keith Mashburn, S. Susana — Bul
- Stan Rogers, Gardena — Bul
- Rory Randall, Downey — Ben
- Marty Endless, Canoga Pk — —
- Jack Holt, Whittier — Mon
- Lee Stumpenhaus, N.Hlywd — Bul

AFM 250 MILE PRODUCTION CHAMPIONSHIP
Cotati, July 4, 1967

1. Dave Burchards/Bill Judkins — Hon
2. Rich Perkinson/Larry Laine — Tri
3. Fred Muhlberg/Tom Steele — Hon
4. Jim Deehan/Art Baumann — Kaw
5. HaywireHaynes/Tif Mullenax — Tri
6. Duane Bracken/Marty Brinkworth — Yam
7. Ed Meagor/Danny Davies — Hon
8. Chief Galbraith/Steve Galbraith — Kaw / Kaw
9. Pete & Chuck Giordanengo — Hon
10. Fred Rusk/Ken Whipple — Suz

SOUTH GATE TT
July 13, 1967

100cc T.D.
Gary Bailey, Compton — Hod

250cc T.D.
Keith Mashburn, S. Susana — Bul

200cc MAIN
- Stan Rogers, Gardena — Hon
- Jimmy Raymond, S.S.Gab. — Hon
- Gary Bailey, Compton — Hod
- Tom Warren, N. Hollywood — Bul
- Dennis Burkman, Torrance — Bri
- Robert Watson, Reseda — Hod

250cc MAIN
- Lee Stumpenhaus, N.Holywd — Bul
- Keith Mashburn, S.Susana — Bul
- Mike Tillman, Canoga Park — Bul
- Don Dudek, Redondo Bch. — Tri
- Bob Bates, Sherman Oaks — Bul
- Mike Boal, Torrance — Mon

IRWINDALE RESULTS
July 22, 1967

TOP FUEL: Bob Sirkegian — BSA — 11.08–128.20
RUNNER UP: McEvoy-Martinez — Tri — 10.66–154.37

STOCK STREET:
- A – Robert Moss — H-D — 14.90– 84.11
- B – Brad Miller — Tri — 14.63– 87.04
- C – Mike Baldewicz — Yam — 15.19– 84.05
- D – George Priest — Hon — 15.41– 83.48
- E – Gregory Anchondo — Suz — 16.51– 78.94

MODIFIED STREET:
- B – Dick Strickland — BSA — 13.40– 99.66
- D – John Kilian — Hon — 17.13– 74.87
- E – Vince Rowles — Suz — 13.61– 94.14

GAS:
- A – Art Houston — Tri — 12.24–110.82
- B – Bruce Wilcox — BSA — 12.56–103.56
- C – Jerry Johnson — Tri — 14.50– 89.64
- D – Bob Braverman — Yam — 12.30–106.00
- E – Steve Rowles — Suz — 12.49–103.21

LIONS RESULTS
July 23, 1967

TOP FUEL: Nira Johnson — Tri — 11.19–123.00
RUNNER UP: Ray Downard — Hon — 12.05–105.00

TOP GAS: C.A. Gruebner — Vin — 12.24–112.00
JR. GAS: Bob Braverman — Yam — – –

TOP STREET: Al Sherwin — H-D — 12.38–109.30
JR. STREET: Walt Magness — Hon — 13.68– 97.82

STOCK ST:
- AA – Speedy High — H-D — 13.55– 96.98
- B – Dick Bower — Tri — 95.13– 13.55
- D – Phil Holst — Yam — 85.63– 15.16
- E – Frank Alvidrez — Suz — 84.26– 14.92

MOD. ST:
- A – Al Sherwin — H-D — 12.38–109.30
- B – Dick Strickland — BSA — 13.15–102.17
- C – Walt Magness — Hon — 13.68– 97.82
- D – Mike Murata — Hon — 14.27– 87.25
- E – Stan Smith — Kaw — 14.11– 91.93
- F – Richard Norman — Bri — 15.89– 79.45

GAS:
- A – C.A. Gruebner — Vin — 12.24–112.00
- B – M. Derrickson — BSA — 13.50–104.04
- C – Jerry Johnson — Tri — 13.97– 93.45
- D – Chuck Etenburn — Hon — 15.23– 85.22
- E – Bob Braverman — Yam — – –
- F – Fred Trager — Yam — 18.02– 62.11

SACRAMENTO TRACKERS M/C
Lincoln July 8, 1967

POWDER PUFF
- Debbie Jackline — Hon
- Alice Grant — MB

100 NOVICE
- Joe Henry — Hon
- Tom Christensen — Hod
- Hugh Toby — MB

100 AM-EX.
- Lee Barnes — Hod
- Gary Willis — MB
- Paul Minor — Hon

175 NOVICE
- Renny Starelli — Kaw
- Merriel Bredleman — Bul
- John Martin — Bul

200 N-AM-EX.
- James Peck — Bul
- Dan Toby — Bul
- Harlan Yarrow — Tri

250 NOVICE
- Rick Smith (tie for 1st) — H-D
- Ray Vatne (tie for 1st) — H-D
- Barcley Trehal — Duc
- Phil Hinkle — —

250 AM-EX.
- Gerald Henderson — Bul
- Rick Whiteacre — Bul
- Elden Hinkle — Bul

CYCLE LAND FLAT TRACK
Chico, Calif.
July 15, 1967

100cc CLASS
1. Steven Goff — Kaw
2. Jimmie Hubbard — Yam
3. Ron Harlan — Yam

200cc CLASS
1. Manfred Heyrend — Yam
2. Harvey Crews — Bul
3. Dick Turner — Hon

250cc CLASS
1. Ron Bolling — Bul
2. Mike Corcoran — Bul
3. Bob Vaughan — Hon

BELLINGHAM
July 22, 1967

CLASS A SHORT TRACK MID-SEASON CHAMPIONS
1. Bob Buedschat — Duc
2. Ron Hoppe — Duc
3. Butch Harwood — Duc
4. Don Charlton — H-D
5. Dick Waller — Duc
6. Bill McDaniels — Duc
7. Bob Stode — Duc
8. Bruce Sebring — Duc
9. Dayton McKenzie — H-D
10. Dick Flemming — Duc

LODI RESULTS
July 14, 1967

60cc
Larry Chapman Hon
Phil Harris Suz
Don Dobler Bri
Marvin Nelson Hon

100 NOVICE
John Cuthbertson Bri
Harold Raggio Yam
Jack Jensen Hon
Mike Robinson Hon

100 AMATEUR
James Childress Bri
Eric Jorgensen Kaw
Stan Anderson Hod
Robert Knudson Bri

EXHIBITION
Debbie Jackline Kaw
Sherry Bullard Bul
Jo Valls Hon

200 NOVICE
Ron Gilman Bul
Fred Banfield Bul
Tom Booth Bul
Ken Vandyke Bul

350cc NOVICE
Robert Dicely Hon
Dick Lewis Suz
Richard Roberts Bul
David Gilliam Bul

200 AM.
Frank Gillespie Bul
Terry Miller Bul
Robert Bruce Hon

250 AM.
Phillip Hinkle Bul
Jerry Gray Hon
Donald Castro Mon
Ralph Gutierrez Bul

250 EX.
Bill Jamison Suz
Roger Goldthwaite Bul
Art Zimmerman Bul
Lucky Trethewet Bul

500 NOVICE
George Machado Tri
Buck Lyons Jr. Tri
Conrad Saxelby BSA
Carl Tresser Tri

650 NOVICE
Jerry Philpoti Tri
Greg Rondy Tri
Bob McClezland BSA

500 AM.
Jack Silvera Tri
Chris Brown Hon
Cliff Spair Tri
Donald Castro Tri

650 AM.
Tiffin Mullenax Tri
Am. Kreeger Tri
Paul Knudson Nor
Tom Hughes Tri

650 EX.
John Jorgensen RE
Ray Huff BSA
Duane Spence Tri
Lucky Trethewey Tri

BAKERSFIELD RESULTS
Sprocket's July 15, 1967

90cc NOVICE
Ron Tobey, Bakersfield Hod
Jerry Sanders, Grover City Suz
David Matthews, Taft Bri
Tom Church, Bakersfield Hod
Craig Ingalls, Bakersfield Hon

90cc A-E
Mike Lane, Bakersfield E Hod
Avery Hensley, Baksfld A Hod
Rick Blake, Bakersfield Hon
Randy Matthews, Taft Bri
Jim Owen, Bakersfield Hod

200cc NOV.
Steve Davis, Bakersfield Bul
Cecil Bailes, Victorville Bul
Ernie Winslow, Bakersfield Bul
Jay Davis, Bakersfield Bri
Chuck Parkison, Northrdge Mon

200cc A-E
Mike Lane, Bakersfield E Bul
Pete Willis, Bakersfield A Bul
Guy Smith, Taft Bul
Randy Smith, Bakersfield Hon
Arnold Tull, Bakersfield Bul

250cc NOV.
Ray Tobey, Huntgton Park Bul
Norm McKenzie, Baksfld Bul
Tom Church, Bakersfield Bul
Tom Brimmage, Oildale Duc
Bob Mann, Bakersfield Duc

250cc A-E
Joe Brown, Paso Robles E CZ
Ron Pierce, Baksfield, E Yam
F. Roseberry, Baksfld E Duc
Don McKay, Baksfld A Bul
Mike Taylor, Baksfld A H-D

350cc NOV-A.
Ron Spillman, Baksfld Hon
Louie Wood, Oildale Hon
Tom Schmid, Carpenteria Hon
Lynn Campbell, Baksfld. Hon
Ronnie Rondell, Woodl.Hlls Mai

500cc NOV.
Joe Garbon, 1000 Oaks Tri
Wes McAlister, Victorville Tri
Steve Chambers, Northrdge BSA
Alan Gibbs, Burbank BSA
Dick Ziker, Hollywood Tri

OPEN NOV.
Darrell McCaully, Portvle BSA
Ray Covey, Bakersfield Tri
Frank Longacre, S. Bar. Tri
C. Garban, Woodlnd.Hills Tri
Bob Quinton, Bkfd. Tri

OPEN A-E
Jeff Sperry, Bakersfield H-D
Mike Keen, Bakersfield Mat
Dick Bullock, Glendale BSA

DORSEY SPEEDWAY
Maryland, July 15, 1967

TROPHY DASH		MAIN EVENT	
B. Sholly	Duc.	B. Sholly	Duc
D. Twigg	Duc.	D. Twigg	Duc
R. McKeen	Bul	M. Myers	H-D
B. Barnes	Duc	P. Myers	Bul
M. Myers	H-D	L. Zechman	Bul
J. Skelton	Yam	M. Doying	Bul

SONOMA CALIF. FAIR
SHORTTTACK July 20, 1967

1st SEMI Time: 1:38.01
Tony Williams, S. F. Bul
Gene Conant, Petaluma Bul
Jimmy Foley, Concord Suz
Gary Henricks, Richmond Suz
Larry Laird, San Bruno Bul

2nd SEMI Time 1:38.00
Bill Verbisico, San Rafel Mon
Bob Haynes, S. F. Bul
Jim Hutzler, Oakland Bul
Ken Boyer, Martinez Bul
Steve McCants, Plea.Hill Duc

3rd SEMI Time: 2:38.13
Carl Cranke, Orangevalle Tri
Bill Lyons, San Bruno Bul
Rich McClinton, S. Rosa Hon

B MAIN Time: 2:30.76
Gene Conant, Petaluma Bul
Bob Haynes, S. F. Bul
Jim Hutzler, Oakland Bul
Jim Foley, Concord Suz
Gary Hendricks, Richmond Suz
Ken Boyer, Martinez Bul
Bill Lyons, San Bruno

A MAIN Time: 3:01.72
Allauer Alburn Bul
Roger Goldthwaite, Sunny. Bul
Tony Williams, S. F. Bul

FOLSOM RESULTS
Fort Sutter July 15, 1967

EXHIBITION
Debbie Jackline
Alice Grant

100 N.
Ron Long Hod
Tom Christensen Hod
Earl Grant MB

100 AM.
James Childress Bri
Gary Willis MB
Ron Smith MB
Paul Minor Hon

175 N
Tom Booth Bul
Renny Starilli Kaw
Roger Oliver Hon
Jack Driggs Oss

200 N
Steve Morberg Yam
Harlen Yarrow Tri
Joe Brazit Bul
Chuck Andrews Bul

250 N
Jim Kimura H-D
Mike Willis Suz
Rick Smith H-D
Ray Vatne H-D

250 AM.
Dave Klein Duc
Jim Rodaer Bul
Gerald Henderson Bul
Jim Rodaer Bul

250 EX.
Carl Cranke Tri
Cal Simpson Yam
Tim Cline Tri
Gorden Card Tri

PONDEROSA HARE SCRAMBLES
July 16, 1967

OPEN CLASS
1. B. Hutton Hus
2. J.N. Roberts Hus
3. R. Fry Hud
4. J. Martino BSA
5. L. Fortner Hus
6. W. Siegfred Tri
7. M. Steele Tri
8. P. McGuire Bul
9. A. Marsik Tri
10. B. Weiss Tri
11. M. McCoy Gre
12. M. Popovics Bul
13. D. Brewer Tri
14. W. Podolce Hus
15. C. Hempstead Tri

TRAIL CLASS
1. W. Anderson Jr. Hod
2. S. Holloday Hod
3. C. Thomas Hon
4. B. Eisenberg Yam
5. M. Lee Hod
6. E. Jensen Hod
7. J. Spencer Hod
8. R. Walden Yam
9. L. Hyde Hod
10. L. Taylor Hod
11. R. Stumpe Hod
12. B. Klock Hod
13. S. Lapraik Hod
14. G. Souza Hod
15. L. Heddin Zun

DEADMAN'S POINT EUROPEAN SCRAMBLES 7-2-67
Desert Challengers M.C.

100cc CLASS
1. Dave Beck Yam
2. Cleve Thomas Hon
3. Jackson Johnson V.T.
4. Mark Rader Hon
5. E.C. Birt Bir
6. Scott Lapraik Hod
7. Robert S. Yanak Hod
8. Barry Eisenberg Hod
9. Lloyd Taylor —
10. Randy Martin Hod
11. Billy Yarbrough Hod
12. R.C. Renz Yam
13. Mary Brooks(1st girl)
14. Bob Maddocks Hod
Bill McMillan Hod
Dennis Housley Yam
Mike Macklin Hod
18. Roome Paget

250cc CLASS
1. Lynn Fortner Hus
2. Bill Ydiando Hus
3. Wes McAllister Gre
4. Gary Moen Gre
5. Stan Leak Gre
6. Donnie Ross Hus
7. Tom Hudson Gre
8. Tom Webb Bul
9. Tim Hammond Hon
10. R.D. Webb Bul

OPEN CLASS
1. Ron Fry Hus
2. W. Seigfreid Tri
3. B. Johnson Tri
4. Joe True Tri
5. Mike Burke Tri
6. Wayne Peterson BSA
7. James Lovelady Hon
8. Tom Sanborn Jr. Mat
9. Dave Brewer Tri
10. Cal Sukut Hon
11. M.J. Ryan Jr. Hon
12. Tom Jacobs Hon

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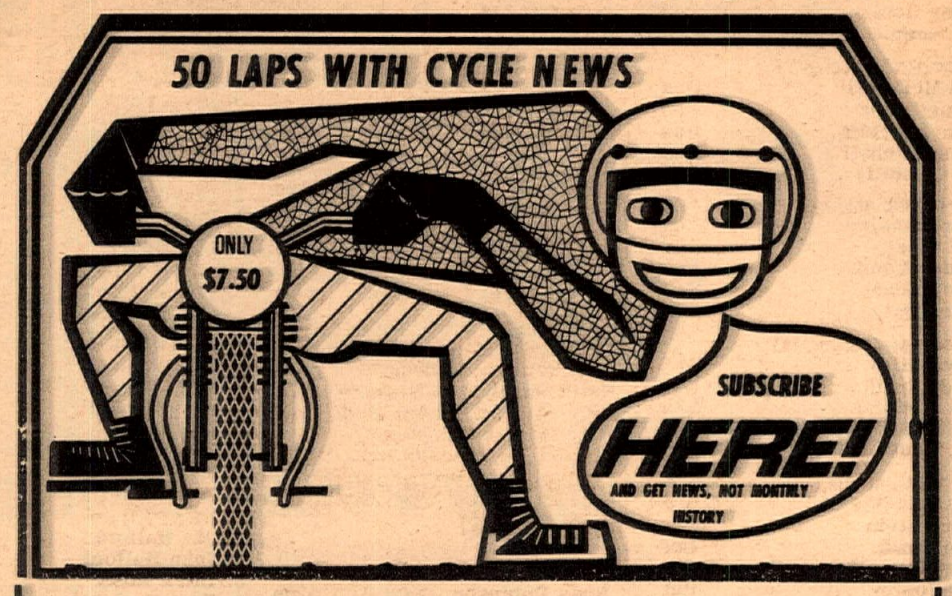

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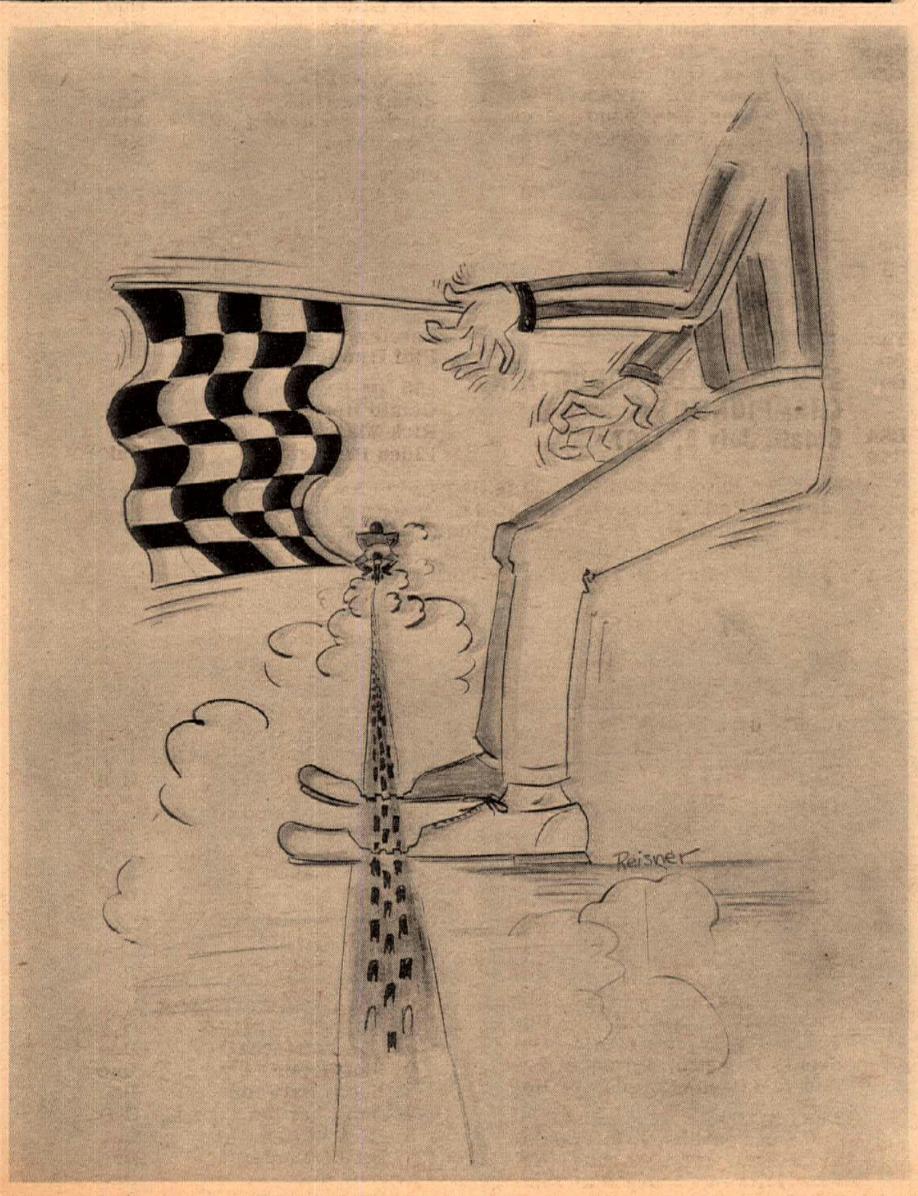

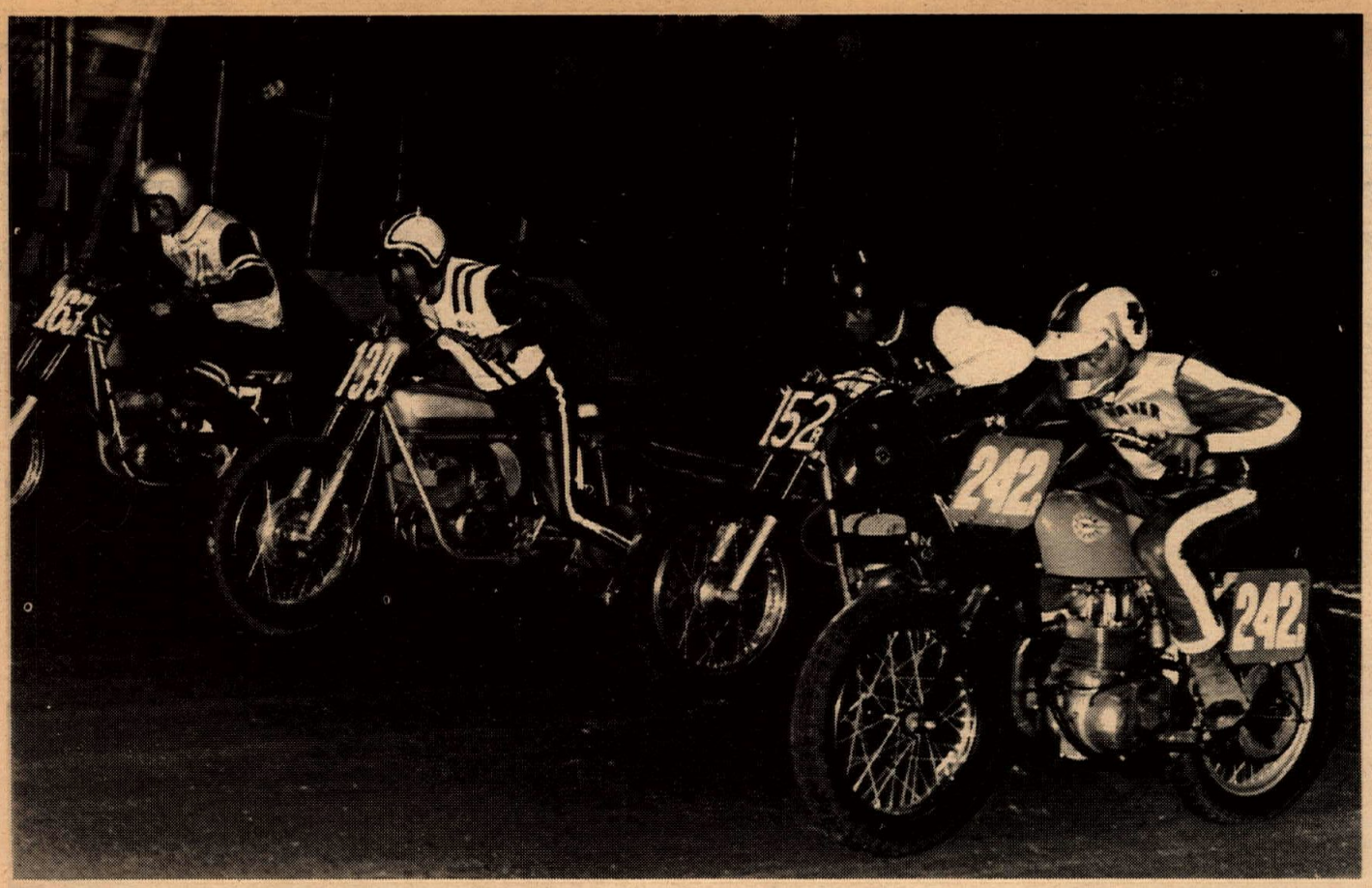

"Buffalo Bill" Cody (139) snaps clutch lever for a lightning start in a Novice heat race. Pole-sitter Jim Peterson (242) put them all to shame in the Main event.

PROTESTS ENLIVEN ASCOT NOVICE TT HAPPENING

The Novice show on Friday night was also a thriller with BSA-mounted Jim Peterson coming on strong to score his second Main Event win on the Ken Noggle sponsored single. John Riggen and Chuck Baker pressed all the way but could not keep Peterson out of the front spot.

Both riders protested Peterson's machine after the race but the inspection by the officials proved the machine to be stock, standard — and legal.

(Results on page 16)

Peterson made his win look easy--too easy. He was protested by two different individuals, who left the track red-faced because the machine was absolutely legal.

John Riggen gave Peterson a good chase but couldn't close the distance.

Wild Bill Cody flies through the air at a perfect 45 degree angle.

BSA 250cc STARFIRE

WINS ASCOT

UNBELIEVABLY FAST*

*OFFICIALLY PROTESTED AND FOUND LEGAL!

Jim Peterson, Ascot, California Novice TT Point Leader, so far outclassed the competition on his 250cc BSA Starfire at the latest Novice TT that an official protest was filed. Some felt that Peterson must have the 441cc engine "because a 250 can't perform that good," they said.

Officials disassembled the engine (commenting that the barrel had never been removed) and declared the machine legal.

BUY YOURSELF A WINNER...AT YOUR BSA DEALER

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NEVADA NEWS

by Gene Drew

One way to beat the Las Vegas Valley heat is to go to the mountains. And go to the mountains we did, where the Hill & Gully Riders of Mountain Pass, 60 miles south of Las Vegas, were the hosting club.

The track, the site of many past exciting events, was changed slightly in that the second hill, nemesis of many a rider, was deleted in favor of some esses and a fast right hander.

Stickum On Your Tires

Glue on your tires was the only way you could stay up on the hard, fast, slick surface. This was evidenced by Elsinore champ, Chuck Hatcher, who did a good imitation of a gingerbread man doing cartwheels off into the boonies.

Each class developed its own little duels from the 50's on through the Open bikes.

The Arizona contingent brought its own 200cc class with them to insure a race. I'd forgotten just how rapid a 200 Triumph Cub can run.

Casey Folks of Las Vegas and Bill Dickie, resplendent in his Hippie knee-length sweater and brilliant orange tie, had at it in the 250 go with Casey being content with second place in the first two heats. The third heat was called and all the kings horses and all the hill & gully men couldn't get Dickie's Bul started again, so Casey went to bat and got a home run.

Terry Griebel gave his new 350 C.Z. a shakedown cruise and swept the 500 class.

Kicks Mountain, Hurts Ankle

The Open class was comedy of errors with crashes, controlled endo's flat tires, etc. The only casualty of the day was Karl Jesinghaus who tried to move part of the mountain with his foot and tweaked his ankle.

Our thanks to Molycorp, operators of Mountain Pass Mine for their generous use of grounds and ambulance.

We're looking ahead to the big one of the year on Oct. 15th, when Silver City Scramblers M.C. present their Annual Dist. 37 100-Mile Championship Hare Scrambles.

All motorcycle activity is not limited to just riding, as evidenced by the Vegas Valley M.C. Annual Trophy Presentation.

This year the event was held at Tule Springs Park 15 miles west of Las Vegas. The park area boasts 100-yr. old trees left from the ranch that the park was converted to. There, under huge fig and elm trees, protected from the 115° heat, nearly 100 riders, wives and families enjoyed a day of just resting, playing football, volley ball, baseball and badminton. It was a real switch from the usual Sunday activity and a welcome one at that. The competition was hot as the five clubs represented, chewed up the football field, or worked up an appetite and thirst for the beer and hot dogs.

Dangerous Intruders

During a wild game of volleyball, with about 40 on each side, this writer and Terry Griebel decided we would play some badminton. As the only net available was the one on the valleyball court, we joined the fray, armed with our racquets and bird. Undaunted by the mad gyrations of the volleyballers, Terry and I calmly went about the business of playing a set of singles right in the middle of that mess. We weren't bothered a bit but some of the other players soon became leary of our swishing racquets. Especially Casey Folks — since the hat he was wearing sported a large feather, almost as tempting to swat at as the shuttlecock.

Aside from a twisted ankle, suffered by old man Tom (Bridgestone dealer) Johnston, when he tried to make like a kid again in touch football, the day was a complete success. Lotsa gold was given, lotsa lies were told, lotsa kids happily got muddy and lotsa beer and hot dogs were consumed.

And lotsa very tired but happy cyclists went home to nurse their aches and hurts gained from physical activity that is different than pounding the seat of a desert sled.

THE FINISH LINE

By ROXY ROCKWOOD

Skip Van Leeuwen made it. He came as close as you can to losing and still won. The 50 Lap National TT was a hard one to lose for Jack Simmons who turned in his greatest ride. Another good ride by nice guy, Dave Palmer. The Nortons are now ready to challenge the Triumphs for top TT honors at Ascot.

Mert Lawwill closed the point gap on Gary Nixon but not enough to really hurt. The Indy road race is next with Nixon again favored to score a basketful of points.

Gutsy Bart Markel tried to qualify with a broken foot. No excuses from the champ, just another superhuman effort by one of the best of them all. Bart didn't make the show but then who else but Markel, in the same condition, would even try??

Nixon and Freddie Nix both looked good in the heat races, considering their lack of TT time. The same for Roger Reiman. Roger and Nix both blew up early in the Final.

National night is going into the books as the best TT show that has ever been presented. There's been a different winner every year in the big one.

Amateur Roger Goldthwaite is doing amazing things with the Enfield and Odom was as lucky as Van Leeuwen. Both admitted it right in the winner's circle. That's part of racing — especially at Ascot.

Biggest goof of the year was pulled by Novice Cal Rader in the pits on Friday night. He was racing in the pits, instead of on the track, and ran over Bobby Winters and broke Winters' leg, a stunt that should be worth a year's time on the fence.

Odom now has an Amateur record of four in a row on Triumph and H-D. He will try to go for five straight at Indy on Aug. 6th aboard the Bob Hansen sponsored Matchless G-50. The race should be a rematch between Daytona winner Walt Fulton Jr. and Odom. This will be the first time the two will get together since Jim fell off while leading Walt at Daytona in his first and only road race attempt.

Watch Mark Williams. The Oregon teenager is learning fast and riding them all. He is not afraid to leave home base and even though he finished higher at Castle Rock and Portland, his Ascot ride was still the best of the three.

Another big weekend for the riders comes up again with road races at Carlsbad on Sunday and also a mile track event up North of San Francisco at Santa Rosa.

Hotshoe Amateur road racer, Art Baumann, has moved to the Los Angeles area and will take his first crack at Carlsbad this Sunday.

Carlsbad has only two more events before the national in late September and many of the top runners will be heading down there this Sunday.

Up at Santa Rosa it will be an Expert-Amateur show only on a track that is over 80 feet wide with a five foot bank on the turns. Markel may make this one with Tanner slated for sure.

If the race is a hit there will be a mile track national there next season.

CARLSBAD HOSTS THE ROAD RACERS

The Playboys MC host their monthly sportsman road race this Sunday, July 30th with a full morning of practice and a full afternoon of racing for all classes from 50cc to the Open class.

There will also be a production class for street machines, 250cc and under. Pits open at 9:00 a.m. with practice running from 10:00 a.m. until 1:00 p.m. Racing starts at 1:30 p.m.

All entries will ride in both heat races and Main Events. No license or advance entry is required. Races are open to both licensed and non-licensed riders for all classes.

Carlsbad is located just east of Pacific Coast Highway at the Palomar Airport turnoff road. The event is AMA sanctioned.

Trophies will be awarded to all class winners and to first time riders finishing in front running positions.

NORTHWEST CYCLE SHOW

At long last, here are the winners of the custom judging contests at the June Cycle Show in Seattle. At left, grand sweepstakes winner Gary Littlejohn from Arleta, Calif. and runnerup Show Custom winner Bobby Clark of Sun Valley, Calif. Miss Cycle Show, Linda Humble of Mountlake, Washington presented the trophies. (photo by Smithson Associates)

NORTON-VILLIERS APPOINTS EXECUTIVE DIRECTOR

Dennis Poore, head of the giant Manganese Bronze Holding Corporation, parent organization of Norton-Villiers, announced the appointment of Hugh M. Palin as Executive Director.

In securing the services of Palin, Poore pointed out that Norton-Villiers had obtained the talents of an experienced motorcycle personality, a man who had represented the British motorcycle industry all over the world.

CLUTCH CARGO'S SPEED SECRETS IN BSA "ZIP KIT'

Turning the new BSA square-barrel singles from street scooters into race winners is a simple proposition with the $49. "Zip Kit" developed by the factory's favorite racer, Clutch Cargo. Chief elements in the kit are 1) heavy duty air cleaner 2) Lucas Capacitor and 3) racing valve springs with alloy collars.

Installation is a simple, "strip down, bolt on" procedure and the wiring change to eliminate the battery is no chore.

The Zip Kit fits the new 441cc Shooting Star and the 250cc Starfire and the results are nothing short of astonishing! BSA dealers should have the kits by the time you read this.

If still not satisfied, take .0625" off the bottom of the barrel to raise compression to 10.2:1.

ELITE MAKES ¼ MILLION PROFIT IN 6 MONTHS

Elite Insurance Company of San Francisco announced an underwriting profit of $257,914.00 for the first 6 months of 1967.

Combined underwriting and investment profit was $376,756.00 before taxes and $231,691.00 after taxes. These figures were released by Mr. John V. McGraw, Jr., United States Manager of Elite Insurance Company.

Mr. McGraw stated that, "Continued expansion and increased service to our producers has resulted in our fourth consecutive year of higher profit margins, and the future looks bright for Elite.

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DESIGN ENGINEERING SHOW FEATURES MOTORCYCLE

One of the attention-getting devices used by exhibitors at the 1967 Design Engineering Show in New York City recently was a new Harley-Davidson Electra Glide motorcycle. The cycle was displayed by the Gray and Ductile Iron Founders' Society to illustrate the use of their products in the manufacture of two-wheeled motor vehicles. William E. Kennedy, center, president of the Motorcycle, Scooter and Allied Trades Association, looks over some of the Electra Glide parts shown by T. Jerry Warden, right, marketing director of the Iron Founders' Society, and Ken Morgan of the exhibit staff. Kennedy was attending the show in his capacity as sales promotion manager, Components Group, of Rex Chainbelt, Inc., while Morgan's business affiliation is as sales representative of Motor Castings Co.

DAYTONA COMPANY SOLD

Daytona Sports Co., Reseda, California and Daytona Products, Inc., Reseda, California and Skokie, Illinois jointly announce purchase of control of both corporations by American Baseball Cap, Inc., Media, Pennsylvania.

Peter Mead, President of Daytona Sports Co. and Vice President of Daytona Products, Inc. has sold his entire holdings in both corporations. Mr. Tom Kewish, Vice President of both corporations retains a minority interest in each and will remain active in the management of both corporations. Mr. Jack Latta, Vice President of Daytona Sports Co. and President of Daytona Products, Inc. also retains a minority interest in both corporations and will remain active in the management of both.

American Baseball Cap, Inc. is engaged in the manufacture of baseball safety helmets of types and styles from Little League to Major League helmets. They also manufacture police riot helmets. Mr. Lindsay Wolfe, President of American Baseball Cap, Inc. and Defensor also becomes President of both Daytona Sports Co. and Daytona Products, Inc.

TOP AMA PROS SIGN UP FOR INDIANAPOLIS NATIONAL

On August 6th Indianapolis Raceway Park will host one of this seasons most exciting championship motorcycle races. The 110 National Championship Road Race will bring the best AMA professionals from all sections of the country to compete for "top dollar" prize money and for coveted national points. This race is second only to the Daytona 200 Mile Championship on the amount of points a rider can earn for a high score on the winner's list.

Scheduled events include drag racing, a 250cc Combined Amateur-Expert event, a 40-Mile event for Novices, a 50-Mile event for Amateurs, and the 110-Mile National Championship. Heading the list is Gary Nixon of Baltimore, Md., now No. 1 ranking star in the nation; George Roeder of Ohio; Nix of Oklahoma; Lawwill of San Francisco; Mann of New York; Draayer of Salt Lake City; Elmore of El Paso; and Markel of Flint, Mich. make up the first eight places and are favorites.

Nixon won the 110 Mile National last year in a wheel to wheel battle with Cal Rayborn. It was a thriller from starting flag to finish last year and will be again this year.

With two days of racing, Saturday will be the day the Amateurs test their skills against the Experts as they both run together in the 250cc combined class 50 mile road race. Earlier in the day on Saturday, the Novice class 40 mile road race. Prior to the National Championship event on Sunday, the Amateurs will have the track all to themselves for an Amateur class 50 mile road race.

When you add it all up it promises to be two days of the finest motorcycle racing to be seen anywhere in the world at any time.

OPERATION MOTORCYCLE TROPHY

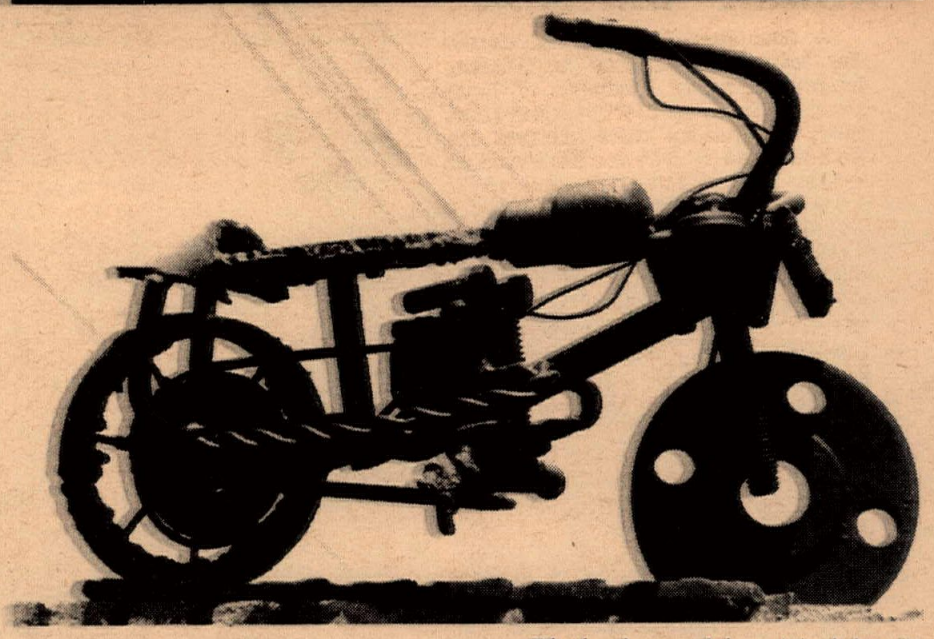
by Robert O. Fee

There is still time to compete and possibly win the Operation Motorcycle trophy for blood donations. Chairman Ken Jones reminds all riders that the donor date is August 14th.

Most of the riders gather between six and eight p.m. Monday evening. However any rider may donate blood to Operation Motorcycle at any Red Cross blood collection center by specifying that the donation be credited to Operation Motorcycle.

The trophy is awarded on a point basis to any club, family, or other group who donate the most units of blood in 1967.

ART DEPARTMENT



CLAUDE LONG, SCULPTOR-RACER

by Maureen Lee

At the Cycle World Show, visitors had a chance to see some examples of work done by a newly discovered artist in the motorcycle field.

Claude Long is a metal sculptor and his work is quite unique. He finds a pile of scrap iron and then builds a motorcycle out of it. The works are just beautiful. They are all in complete proportion, yet Claude will not alter a part to fit. "I just sit around and look at what I've got for a while and then the whole idea fits into place."

Showing photos of his sculpture to a Long Beach artist brought the suggestion that Long needs to be seen, as the saying goes, "in the art world," and Cycle News is happy to present this to the public for the first time.

His background is art training in high school only. He works with a built-in eye for design and shape. Claude is a metal worker by trade, which gives the pieces a quality of construction with their rugged beauty coming from the basically beat-up condition of the scraps from which they are made.

Long and his wife Eulene both ride and now have one of their sons, Hondo, out on the track while their other boy Slade prefers to get his action in Little League.

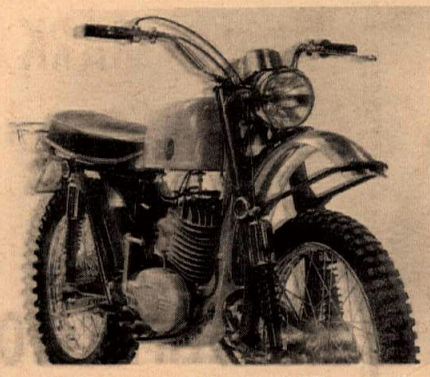
The sculptures are not only motorcycles, some are interesting modern pieces like one known as the "Bug" and there is one suitable for a wall.

His work is for sale at moderate prices and is done to order. But as he says, he couldn't guarantee just exactly how anything would look at the finish because that depends on the nature of the scrap, but you'll be sure of getting a true original!

NEW SCOOTERS FOR LIGHTWEIGHT ROOTERS

Greeves Trio Debuts at Show

New from the stables of Greeves are these two special racers and one dual purpose machine. The 24MXE, just arrived on these shores is the "TT Challenger" model. It features the latest Greeves 250cc 2-stroke engine, telescopic forks and all that good stuff. The 250cc Challenger model 24MX5B is the 1967 version of the Challenger, with the popular



Greeves Ranger takes to traffic or trail.

Greeves leading link (Earles type) forks. It is considered ideal for desert and moto-cross campaigning. Least, but seldom last, is the Greeves 250cc Ranger, model 24CS. This is the superfunctional trials and enduro model developed by distributor Nick Nicholson for American-type riding. The 24CS can go from highway to sandwash and back again without batting a headlight and it's easy to mount on camper or car.

NEW HORSES ADDED TO MONTESA STABLES

Two more models have been added to the ever expanding Montesa stables. One is a 360cc motocross model, the Cappra (translated: Wild Mountain Goat), and a 250cc machine designed primarily for trials riding.

The Cappra churns 38 hp through a five-speed gearbox and tips the scales at a diminutive 238 pounds. It is fitted with many fiberglass components, including tank and fenders. The engine sports full floating needle bearings and a 32mm carburetor.

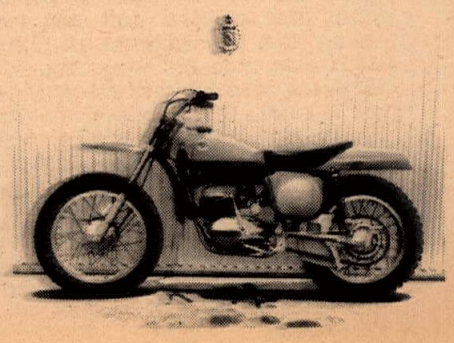
Although not currently available in the United States, the Cappra is now successfully campaigned in England by motocross star Roger Snoad. Montesa Distributor, Kim Kimball, advises that the model will be available in the U.S. early next year at an approximate cost of $1000.00.

The trials model has a 19 hp engine and four-speed gearbox and weighs 235 pounds. Noteworthy features are full lighting equipment and more than a foot of ground clearance. It will be available at Montesa dealers throughout the country within a short period of time and is priced to sell in the $600-700 bracket.

A PAIR OF BUL'S

New on the market but already tearing up the troops in the west is Bultaco's latest 5-speed PurSang Mark 2. With a horsepower to weight ratio of 34 hp to 215 lbs it is no wonder. The five speed gearbox should make it a threat to be reckoned with in the growingly popular grand prix scrambles a la the Dirt Diggers' G.P. The forks are Bultaco built, featuring long travel and the styling is, well... they say it grows on you. Riders already are calling it "the duckbill' Taco."

One of the biggest sellers for Bultaco currently is the dual-purpose Matador 250. It weighs 226 lbs and comes equipped for serious trailing. Lights are approved in the hardest state of all (California) and they tell us there is an extra racket-buster available to cork off the noise. What is more, the side stand works!



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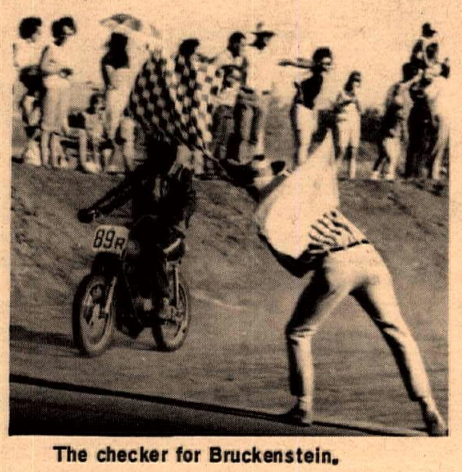
BRUCKENSTEIN WINS ATHENA "NATIONAL"

A cool July 3rd evening started the long, hot summer in Athena, Oregon with the Chamber of Commerce's first annual 100cc flat track race. Organizers were putting the finishing touches to the hard-packed ¼-mile High School dirt oval as 51 contestants arrived from Washington, Oregon, Idaho and California.

Independence Day began with a colorful parade through town followed with a blusterous water fight between the Athena Volunteer Fire Dept. and the Pendleton (Oregon) Mainstreet Cowboys from the famous nearby Rodeo City. The Cowboys won by nearly drowning the entire V.F.D.



The checker for Bruckenstein.

Racing started at 3 p.m. with 7 heats, winners going on to the A Main. The remainder of the riders from the heats transferred to the Semi's. Winners of the Semi's got to ride in the A Main, 2nd and 3rd places went to the B Main, 4th and 5th places lined up in the C Main.

Kid Option

Riders 14 or under were given the option of competing in the Junior Class or with the Older Racers. Junior races were run on the moto cross system with the finishing positions in the first two heats determining grid position for the final race. Eleven-year-old Johnny Hightower from Kennewick, Washington (Bridgestone) finished first. C Main Victory went to Suzuki rider Richard Rambo of Kennewick, Washington. Tom Zinn, 14-year-old Moto Beta racer from Belleview, Washington took top place in the B Main. Zinn declined the option of forfeiting his trophy for a transfer into the A Main.

Pre-race confab between the brothers Sargenti – Bill and Jack.

The race, the big A Main, got off to a perfect start. The riders were tightly bunched during the first half of the 10 lap race. On lap nine it happened, and it was a heart breaker for Kawasaki rider Jerry Dobbins of Portland, Oregon. He'd held off a pack of 4 snarling, hometown-distributed Hodakas for most of the race when his machine quit and close riding Tom Bruckenstein of Orland, California rode his 90cc Ace-90 on to victory and claimed the $75. winner's purse. Sixteen-year-old Bruckenstein is a marvelous rider with a smooth deceptive style that doesn't look fast, but a long list of Northern California wins prove that he is.

Next year the Athena Chamber of Commerce pledges a bigger and even better 4th of July clambake. Would you believe – the Athena 100cc Nationals?

(Results on page 16)

Sixteen-year-old Tom Bruckenstein (89r) displays smooth low-groove style as he repels the advances of Joe Kegly (1) and other eager semi riders.

BSA WINS

FOR THOSE SHORT TRIPS

(Like the quarter-mile drags)

CHECK THESE TIMES!

BOB SIRKEGIAN RIDING HIS BSA MARK III

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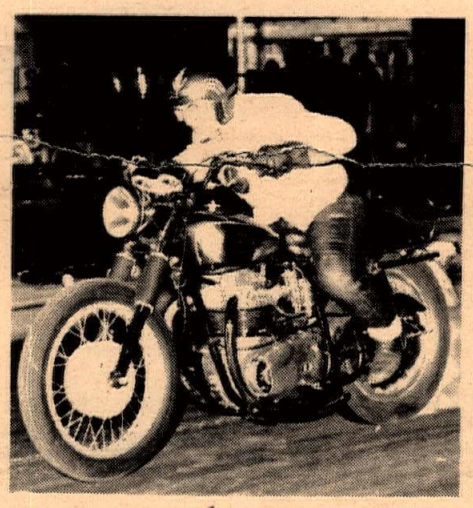

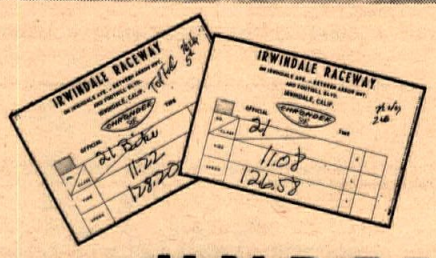

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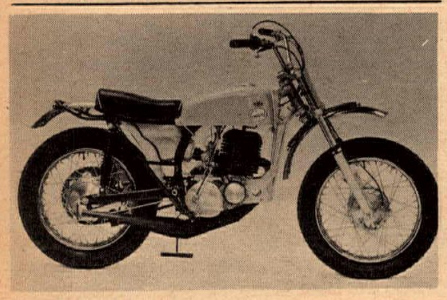

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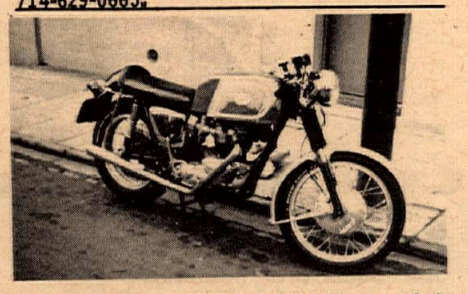

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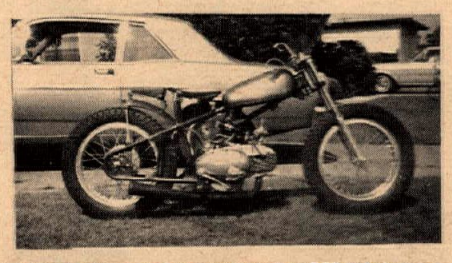

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★ PHOENIX ★ FLASHES ★

Story by John Fox
Photos by Roger Evans

What's the matter fellas? This is directed at those who are supposedly fast racers from Vegas and Tucson and Albuquerque. Are you guys afraid to come to Phoenix and try your luck? We only had one entry from out of town at Beardsley July 7th and he was Yogi Merishal from Tucson.

Dan Haaby at Beardsley, Arizona? Not quite, but Joe Sellers displayed the same style (and the same number) in winning the Open Expert Main.

We sure would like to see you fellows the 6th of August at 9 a.m. There are classes for all, be they big or small. And we always have good weather for race days. Don't worry about the snakes and scorpions; the only hurts that are complained about are usually at the finish line.

As practice got into a pretty fast pace, we saw at least two new entries, the Cycle News Hotshoe (yours truly) on a new mount, a Kawasaki 120 and Jim Halford off of his fast winning 100 Yamaha now on a 250 BSA.

First Race

The first race of the day was the 125 Amateur and Expert classes running together for separate trophies. As the flag dropped, Harold Beard on a Yamaha 125 jumped them all to the first corner, but this wasn't to last long as Tom Halford on his 100 Yamaha Twin passed him before the first lap was over. There was a lot of shuffling back in the pack and Harold Phelps, on a 125 Yamaha, came from way back to pass everybody and get himself a first, Tom Halford second, and third the Cycle News Hotshoe. The second 125 race had the Cycle News Hotshoe out front. But he had to take second at the finish behind Phelps and Halford got a third. The last race was really a ball as it was anybody's race. Halford pulled into the lead with Hotshoe behind Phelps for the finish.

"I Want First"

The 250 Novice class was pretty wild as the fellows showed they were really determined to take those trophies home with them. The first race was a pretty mixed up affair with positions changing almost every 20 feet. At the finish, it was Chuck Ellis on a Ducati first, second was Sam Wright on a 160 Honda, and third Leland McSpadden on a 250 Honda. The second race Mc Spadden said "I want first, not third." He had built up a fine lead only to fall in the third lap thus letting Ellis take first again with Bill Shuman second and Wright hanging in third. The third 250 Novice race was between Ellis, McSpadden, and Shuman as they kept juggling for first, second, and third. At the flag first was Ellis again with McSpadden close behind and Shuman third. Overall, we find first — Chuck Ellis, second — Sam Wright, and third — Bill Shuman.

Little Jim Gets 'Em

The 250 Amateur and Expert classes ran together for separate trophies. In the first race it was Johnny Halford, on a Yamaha, in an early lead followed by Dave Isley, on a Ducati, and Jim Halford. As the race progressed, little Jim aced them out for first followed by Dave Isley and John Halford. This was a terrific race and Jim's first in the 250 class. The second start, Dave Isley got the early lead and held it all the way for first, second was Jim Halford and third was his brother John. The last race was the fastest and best with a hell of a ride being put on by Dave and Jim. With one lap to go, Dave lost his lead to Jim Halford who managed to find the checkered flag first.

Lakin Gabbert shoes through a turn with John Camp and Jim Abbott in pursuit.

Open Amateur and Expert

As you will recall we had an upset last time out as Jon Sellers made a clean sweep. Well, pass the salt! Sellers got the lead right out of the hole with John Camp following close behind, but Boaz came around to overtake Camp and then came Lakin Gabbert to take third from Camp. For the finish, it was Sellers first, Boaz second, and Gabbert third with Camp in for fourth.

The second race found Camp getting the early lead only to be passed by Sellers, but Camp said, "That's it, no more of you guys are passing me," and he did just that to finish second behind Sellers. Third was Gabbert.

In the third race, Sellers came from a handicap start in a wheelie to pass everybody before the first turn. Wouldn't that make you want to pull over and turn off your engine and watch. As you are flat getting with the program, some shoe out accelerates you while he has the front wheel up about four feet. Well back to the good stuff. Sellers has a good lead built up and Boaz and Gabbert have a duel for second. Camp drops back after losing his clutch. Jim Abbott got a third as Boaz lost it in a turn. At the line, it was Sellers, Gabbert, and Abbott. Overall in the Open Amateur found John Camp first on his Triumph. Second was Dennis Malamine and third Jim Abbott. Both Dennis and Jim ride Victors. Overall in the Open Expert was Jon Sellers first on a Triumph, second Lakin Gabbert and third Byron Boaz. Byron and Lakin ride Victors.

Hey you guys who like to enjoy a Sunday, come on out to Phoenix and have a ball. See you the 6th of August, 20 miles Northwest on U.S. Highway 60.

DESERT FOX WINS PONDEROSA

by Wes Anderson Sr.

The Ponderosa Hare Scrambles on July 16, was again dominated by San Gabriel Valley M.C. as members Bill Hutton and Wes Anderson Jr. took the Open and Trail Bike classes.

The 92 Open riders roared across the hot desert at 10:00 a.m. Jim Martino led the pack at the smoke bomb on a BSA twin. However, the old desert fox, Bill Hutton, soon took over the lead on his trusty Husky. Hutton stretched his lead on the second loop and won. Bill is now a five time Ponderosa winner, and all in a row.

Ponderosa Jinx

J.N. Roberts, always a desert winner, can't seem to break the Ponderosa jinx. He was off to a bad start but rode like the wind and placed second. Ron Fry gave his usual good performance and was third. Martino held on for a solid fourth spot. A Novice, Len Fortner, was fifth.

Trail Bikes

The 64 Trail Bikes buzzed off soon after the Open class. Fifteen year old Wes Anderson Jr. led at the bomb, but Steve Holloday passed Anderson on the Heartbreak Ridge. They swapped the lead several times with Anderson leading by 30 feet at the end of loop one. The two teenagers raced wheel to wheel for the entire second loop. At the finish they came in over the "whoop-de-dos" wheel-to-wheel and full bore with Anderson finding better traction and winning by a scant 20 feet. Anderson is now the Ponderosa Trail Bike Champ with four wins. Never more than a hundred feet behind the kids was the old pro Cleve Thomas (3 time Ponderosa winner) waiting for mistakes that never came.

The first three trail bikes were 26th, 27th, and 28th overall! Barry Eisenberg on his CZ-Yamaha was a distant fourth. A new face in the front runners was fifth place Monte Lee.

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SOUTH GATE TT JULY 20, 1967

250cc MAIN
1st LEE STUMPENHAUS — PURSANG
2nd STAN ROGERS — PURSANG
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BULTACO-WESTERN

Cycle Land Season Half Through

by Carolyn Richards

An enthusiastic standfull of fans turned up to cheer the favorites Saturday July 15, when Cycle-Land Speedway, near Chico, held the event marking half-way in the 20-race flat track season.

Once again, nearly half of the racers rode 100cc machines and it took three heats and two Semis to determine who would make the eight-man Main, where Steven Goff earned another five-yard handicap and first place hardware with his going Kawasaki.

Officials had watered the track so much after the heats and Semis that Goff, a Novice, took to the air while making a practice lap before the Main, where spills were really the order of the day. Chico's Jimmie Hubbard, on a Yamaha, came in second and right behind him was Ron Harlan of Oroville, another Yamaha rider.

Good and Bad Luck

Bad luck rode with popular Mike Rockwell of Oroville and his Honda 160 in the 200cc Main. Mike, who would have made Expert with any sort of a win, slid out and finished last. It just wasn't his night, even though he had won his heat with yards to spare.

Perhaps he was thinking of his new daughter, Lisa Andre, who had been born just three days before the race.

Lady Luck was riding on the shoulder of Lance Corporal Manfred Heyrend, home on leave from the U.S. Marine Corps and another new father. He showed the entire 200cc field his dust all eight laps on a Yamaha 180. Until his enlistment Manfred was one of the North Valley's winningest riders.

The 250 go, usually the most spectacular at Cycle-Land, was just another hard and fast event. Ron Bolling of Willow Creek, on a Bultaco, took first. He was followed closely by Amateur Mike Corcoran of North Highlands on a Bultaco, and Bob Vaughan, Oroville's 15½-year-old Expert, on his Honda.

During the 100 scratch dash, when Goff won his second piece of brass for the evening, Tom Bruckenstein of Orland, took a bad spill right in front of Gene Frieze, Oroville, who lost control and ricocheted off the fence. When the damage was surveyed, Frieze had wiped out the forks on his Kawasaki, and Bruckenstein's Hodaka was pretty sick looking.

Rockwell won the dash in his class and Bolling, the 250 one.

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